

Issue 311

PS

October
1978

THE PREVENTIVE MAINTENANCE MONTHLY

I DON'T CARE IF
IT IS HALLOWEEN...
OUR DX CAN'T
INCLUDE *HER*
STUFF!

AT LEAST SHE'S
GIVING US TILL NEXT
YEAR, SARGE...BEFORE
SHE NEEDS HER
REPLACEMENTS!



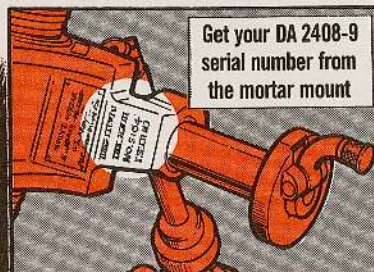


LOGGING IN MORTARS

Before you get too far down the road with your 81-MM mortar records, glance over ARRCOM Msg DRSAR-MMD-LW 241245Z Mar 78.

That message tells you when to use the cannon tube number and when to use the mortar serial number.

Filling out a DA Form 2408-9 on your 81-MM mortar? You want permanent information on the DA Form 2408-9 — not info that changes. Look for the mortar serial number on the data plate.



Get your DA 2408-9 serial number from the mortar mount

I HAVE TO KEEP RECORDS, Y'KNOW! NOW, START AT THE BEGINNING!



Look at your other DA 2408-9's in that mortar's logbook. Do they show the right serial number? Try to match that serial number with any number on the data plate, yoke or base. No luck? Chances are somebody goofed and used a cannon tube serial number.

Since that tube is long gone, you need to bring the computers up to date. Fill out a DA Form 2408-9 wiping out the bad serial number. Fill out another DA Form 2408-9 presenting the new serial number. Send 'em both through the way

para 4-9d of TM 38-750 tells you.

Need a DA Form 2408-4 on your 81-MM mortar? The DA Form 2408-4 is a record of cannon tube use. It tells you when the cannon tube — not the entire mortar — needs replacing. Match the serial number in Block 1 with the serial number on the cannon tube.

The cannon serial number goes on your DA 2408-4



All your mortars fall under the Army's Serial Number Registration and Reporting of Small Arms Program in Section II of Chapter 7, AR 710-3 and TM 38-214.

The small arms registration people want the serial number and NSN of the cannon tube.



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PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to:

MSG Half-Mast
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M60A2 Tank Range Finder . . .

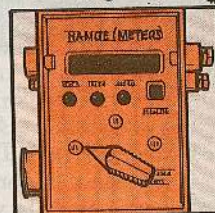
Receiver/Transmitter PROBLEM

HERE'S HOW TO
UNMASK IT!

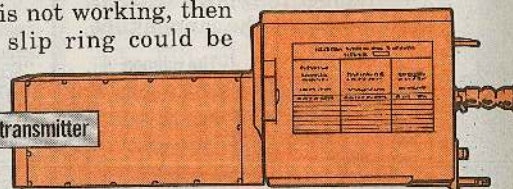
You turret mechanics can damage the receiver/transmitter on your AN/VVS-1 laser range finder if you try to install it on an M60A2 tank that has a short-circuited cupola slip ring.

To keep this from happening, here's what you do:

1. Before you pull out a receiver/transmitter that you think might be bad, see if the display in the commander's laser ranging control unit is working. If the display is not working, then the cupola slip ring could be shorted.



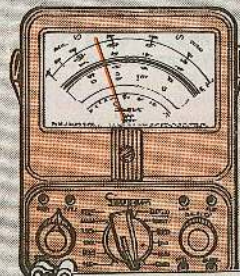
Check your
display



Receiver transmitter

A REPLACEMENT

2. Before you install the receiver/transmitter, get an ohmmeter reading between Pin U of Plug 1 of Cable 6W1 and ground. The reading should be greater than 1 megohm. If it is 1 megohm or less, you've got a short in the cupola slip ring, so don't hook up the receiver/transmitter until the slip ring is fixed.



1 megohm or less —
you've got a short

Greater
than 1
megohm?
Good

2

M60-Series

TANK TRAP

THIS IS MUST READING
FOR ANY TANKER WHO
WANTS TO KEEP HIS
EVER-LOVIN' HEAD!

You've got a good head on your shoulders and you'd like to keep it there.

Listen to this, because it'll help . . .

Power
switch

DANGER

If the gunner's or tank commander's control handle malfunctions, it can traverse the turret when you grab it, even when the gunner's turret power switch is in the OFF position.

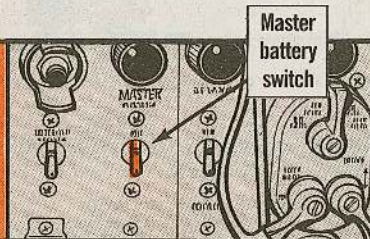
Gunner's
handle

You can keep yourself safe if you do these things:

Never touch either control handle unless you're absolutely sure that no member of the crew is where he can be hurt if the turret traverses. Never assume that these handles won't work just because the master switch is off. Never use these handles to help yourself get in or out of the turret.

ANOTHER DANGER

Never operate the master switch by reaching through the crew compartment. If the turret should move, you could be seriously injured or even killed.



Master
battery
switch

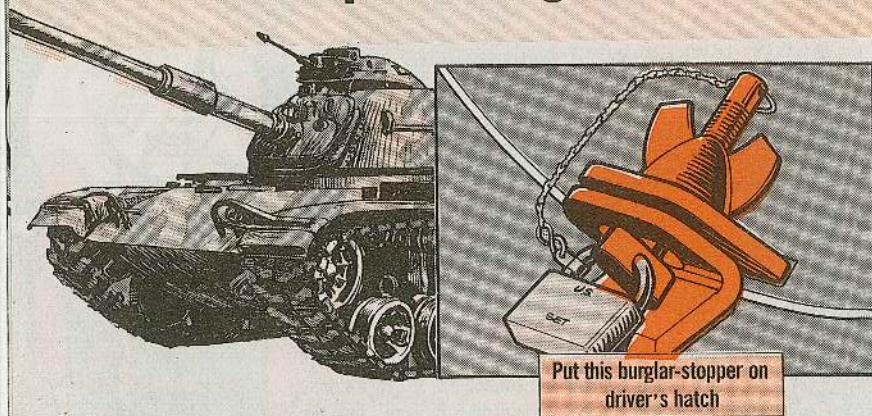
The driver and all other crew members must be in safe positions before the master battery switch is turned off or on.

Operate the master switch only from the driver's seat.

This applies to all series M60 and M60A1 tanks, the M60A1 RISE, the M48A5, the M728 CEV, and M60A2.

3

How to Keep Out Burglars



Yep! Some M60-series tanks have been ripped off by burglars breaking into the vehicles.

They beat on one of the driver's M24 periscope covers and jar it open so they can reach the inside latch and open the hatch.

To keep intruders out of your M60 (or any other vehicle with an unsecured hatch), look over the article in Chap 3 of EIR Digest TB 43-0001-39-2 (Apr 78).

It shows your unit mechanic how to make a burglar-stopper.

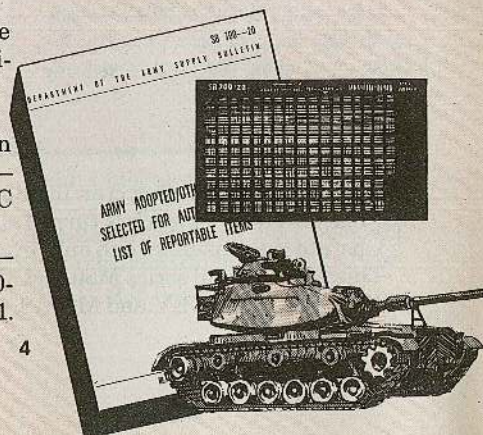
Tank Identification

Some M60A1 tanks were fielded without NSN's or identification in SB 700-20.

Here's the info you need:

For the M60A1 with add-on stabilization — M60A1(AOS) — use NSN 2350-01-058-9487; LCC B; LIN V13101.

For the M60A1 Rise Passive — M60A1 (R/P) — use NSN 2350-01-059-1503; LCC A; LIN V13101.

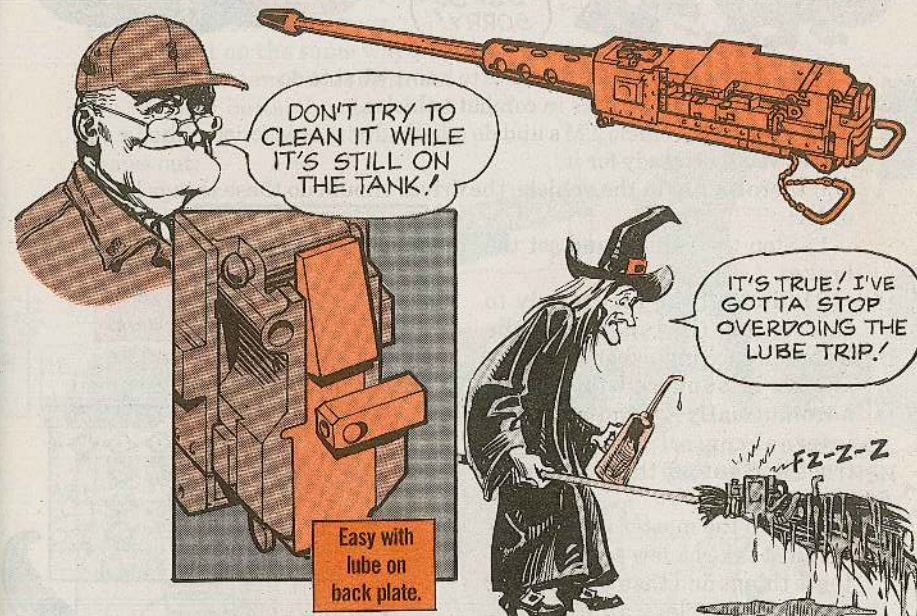


M85 Machine Gun Tips

Cleaning your M85 machine gun while it's still in the cupola of your M60-series tank is strictly a bad idea.

Take it out of the tank and lay it on a piece of canvas before you field strip and clean it.

You'll do a better job that way and you won't mess up your circuit boards with cleaning fluid or damage other electrical components.



Yes, there is such a thing as too much lube, proved over and over again by gooey, sluggish guns.

Latest instance: Too much lube on the back plate and adjoining parts of the M85 machine gun. The lube seeps into the solenoid and shorts it out. That's a no action faction.

Like the TM says, clean the backplate with a dry cloth (no SD and no RBC). Then, lube it with a very light coat of oil . . . which means you just about get the cleaning patch moist.

Hold the heavy lube on adjoining parts, because the lube can run off into the solenoid. Again, like the TM says, those adjoining parts get a light coat of lube.

Don't grease the downtime skids. Easy does it.

Combat Vehicle Fire Drill



When a fire breaks out you have to know what to do — and that is especially true for engine fires in combat vehicles.

So read your vehicle TM's and do a little dry run practice. When a fire comes you'll be ready for it.

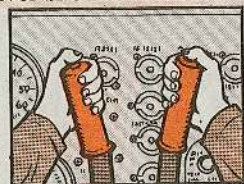
If there's a fire in the vehicle, the driver should do these things in this order:

① Stop the vehicle and set the brakes.

② Shut off the fuel supply to the engine. (In tanks with the 2-shot fire extinguisher system, a switch is supposed to do this automatically if you pull the internal control handle. Don't trust it. Shut off the fuel supply yourself.)

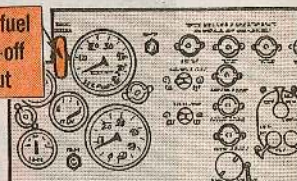
③ Turn the master switch OFF. It just takes a few seconds to do these things and then you can bail out of the vehicle.

Make sure everybody in the crew knows what he is supposed to do in case of fire. (One crewman should operate the portable fire extinguisher.)

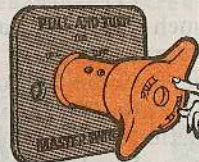


Set the brakes

Pull fuel cut-off out



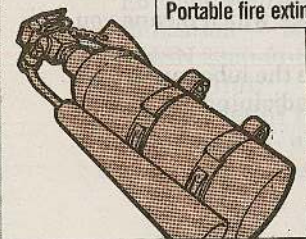
DO IT FAST!



Portable fire extinguisher

After the crew has done what it can, everybody leaves the vehicle and tries to get help.

However, if the crew has done everything right, there's a good chance the fire will go out before it does much damage to the vehicle.

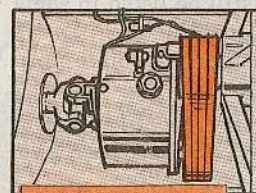
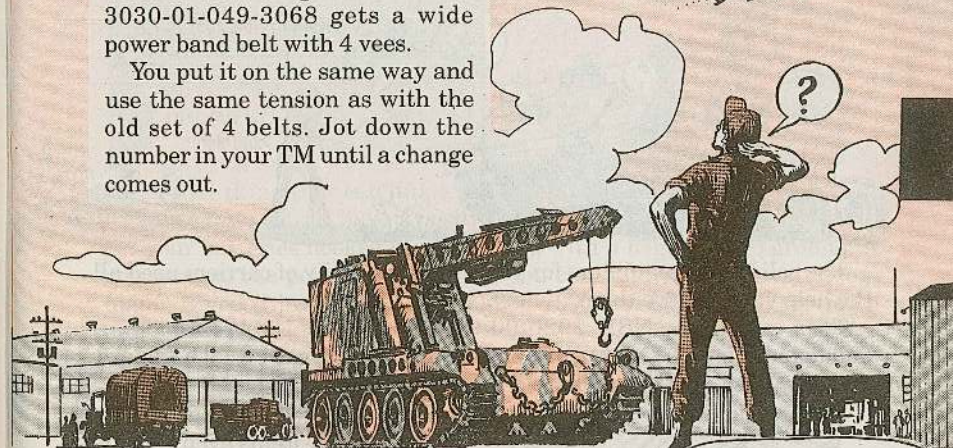


M107/M110/M578 ... New Belt's A Cinch

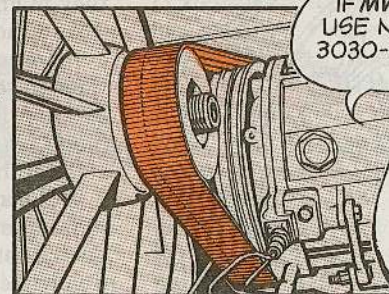
Getting hot under the collar trying to keep the fan belts on?

Replace that matched set of 4 V-belts, NSN 3030-00-133-5761, with a new single belt. NSN 3030-01-049-3068 gets a wide power band belt with 4 vees.

You put it on the same way and use the same tension as with the old set of 4 belts. Jot down the number in your TM until a change comes out.



MWO not applied — use old wide V-belt set
NSN 3030-00-780-7001



IF MWO IS APPLIED--
USE NEW BELT NSN
3030-01-049-3068!

Before you use the new belt, be sure MWO 9-2350-238-40/1 for the M578 or MWO 9-2300-216-40/5 for M107/M110 vehicles has been applied. Check the sheaves on the fan and auxiliary drive. The new belt won't fit the old original wide

groove sheaves.

If your vehicle has not had the MWO applied, it takes matched V-belt set NSN 3030-00-780-7001. You won't find it listed in the parts manual but it's on the AMDF.

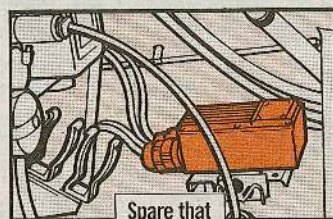


M113A1... Regulator Rundown



The solid state regulators for your M113A1 family of carriers need all the help you can give them.

This regulator, NSN 2920-00-900-7993 (P/N 10947439), is an endangered species and needs emergency conservation. There are many varieties of them, all under the same stock number



Turn damaged ones in to your support as DX items even though they might still be listed in some TM's as non-repairable.

Do everything you can to keep them in service.

For drivers, that means stopping the engine the right way instead of the "easy" way.

The easy way is just flipping the master switch OFF while the engine's still running. It can cause a voltage spike that could ruin your voltage regulator.

NEVER TURN THIS SWITCH OFF TILL THE ENGINE HAS STOPPED!

THAT MEANS NEVER!

BUT POSITIVELY!

8

The right way is to pull the fuel cutoff out, wait until the engine has completely stopped, and then turn the master switch OFF.

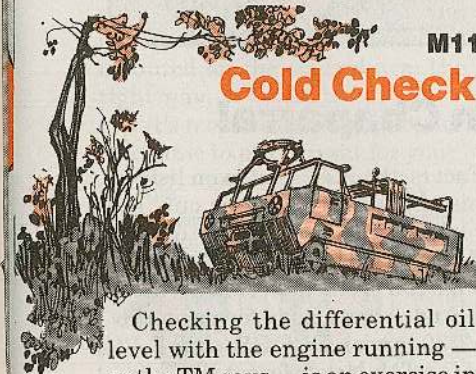


IT'S SO EASY TO BE SMART... WITH THE PAYOFF YOU WON'T BE GETTING STRANDED!

Another thing that can jinx a solid state regulator is to hook up your battery cables so you have a positive (+) ground. Just be real careful to get your batteries hooked the right way, with a negative (-) ground. If you reverse the polarity even once, you can ruin your generator regulator. If you ruin it, NSN 2920-00-900-7993 and \$60.30 will get you a new one — if they are available.

M113/M113A1 Family Vehicles...

Cold Check Differential Oil



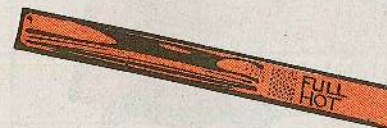
Checking the differential oil level with the engine running — as the TM says — is an exercise in futility. There's oil all over the dipstick!

Your best bet's a cold check before you start the vehicle — or at least 10-15 minutes after stopping. It takes that long for the oil in the upper parts of the differential steer-transmission cooling system to drain down so you'll get an accurate reading.

Add oil if the level is below the F on the FULL mark on the dipstick.

Never add oil if the level is above the letter F in the word FULL.

There's a different dipstick in the works that'll be more accurate and easier to read. Meanwhile, use the cold check.



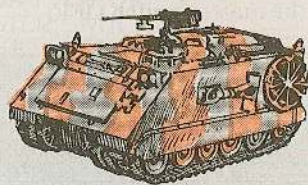
M113A1-Series Vehicles . . .

Nix on Track Shoe Pad Mix

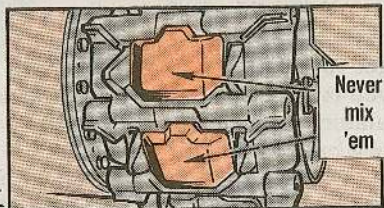
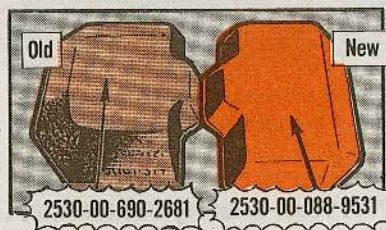
Some things mix well and some things don't.

And it turns out that track shoe pads NSN 2530-00-690-2681 (T130 track) and NSN 2530-00-088-9531 (T130E1 track) just don't get along together.

If you mix them on the same track, the vehicle can develop a case of bad vibes.



So, if you do have to use both types of pads, make sure each track has all of one kind.



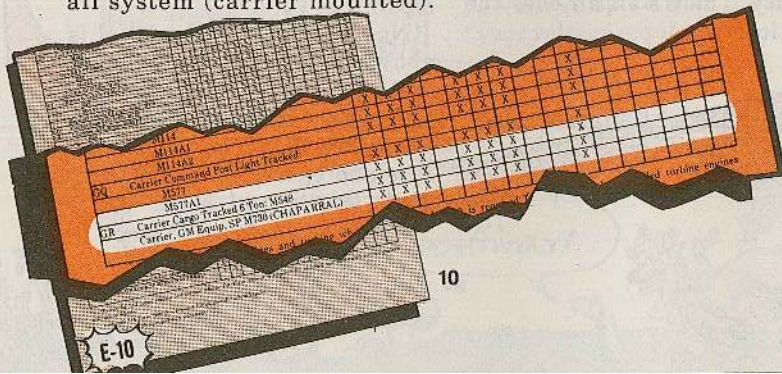
TM 38-750 on Chaparral

Hey, Chaparral record-keeping type, if you've been wondering what happened to the M48 guided missile system in the revised TM 38-750 (May 78), lend an eye.

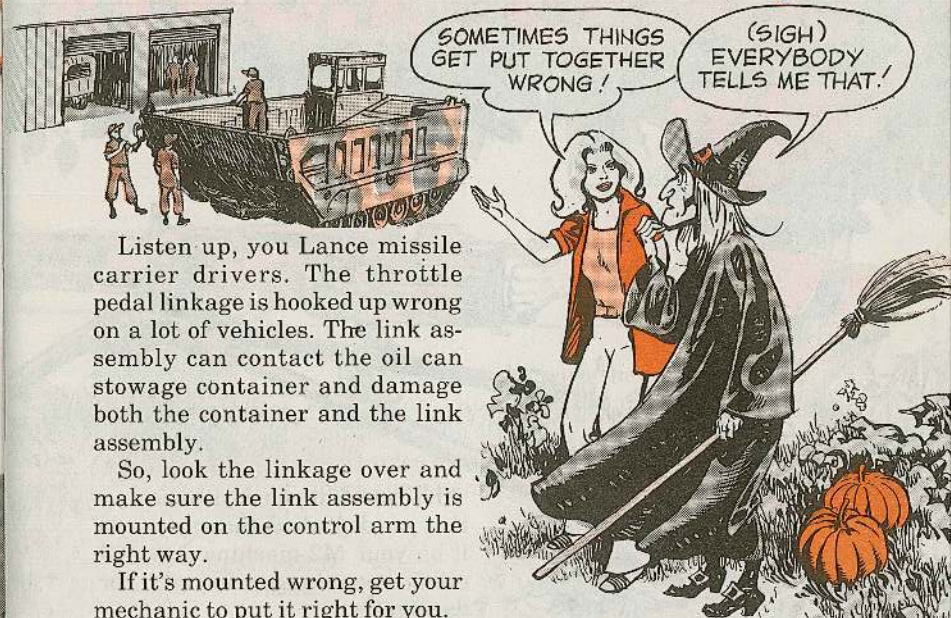
First off, TAMMS forms are no longer required on the M48 over-all system (carrier mounted).

Fact is, the M48's not even listed. Instead, you keep forms only on components as listed under Equipment Category Code BK on page E-6 of the new TM 38-750.

And . . . you keep forms on the M730 carrier, ECC GR, page E-10 of the TM. Never forget that one.



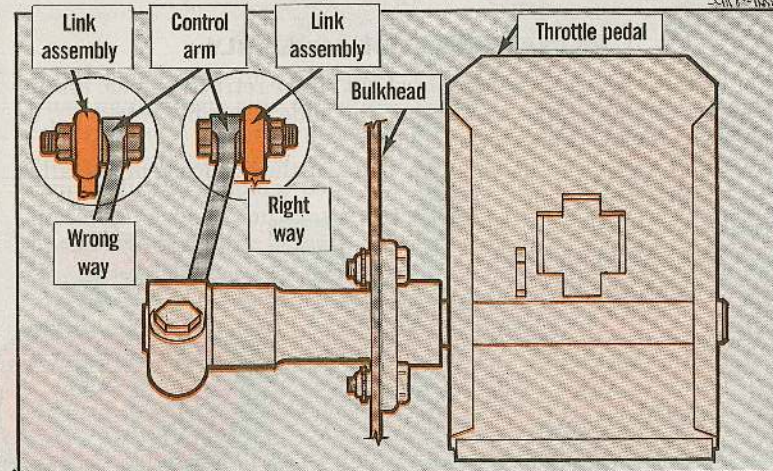
M667 Missile Carrier Message



Listen up, you Lance missile carrier drivers. The throttle pedal linkage is hooked up wrong on a lot of vehicles. The link assembly can contact the oil can stowage container and damage both the container and the link assembly.

So, look the linkage over and make sure the link assembly is mounted on the control arm the right way.

If it's mounted wrong, get your mechanic to put it right for you.



LOCKS, SIGHTS



It's not what you do, it's the way that you do it. And, the way you do it on your M2 machine gun will either keep the gun firing . . . or damage it.

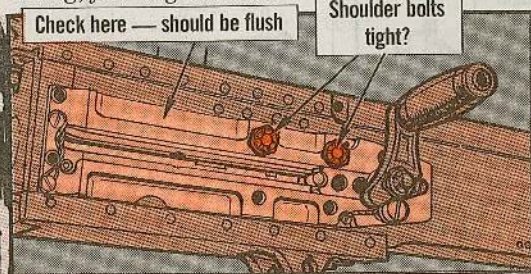
RETRACTING SLIDE ASSEMBLY

For instance, the way you armorers put on the retracting slide assembly means the difference in whether the slide assembly works . . . or whether it cracks and has to be replaced.

The big problem is the shoulder bolts. If they're loose or installed wrong, you've got trouble.

Check here — should be flush

Shoulder bolts tight?



AND SLIDES



To check the bolts with the assembly on your weapon, push down hard on the slide handle. Don't release the handle until you check the assembly.

JUST HOLD IT THERE!

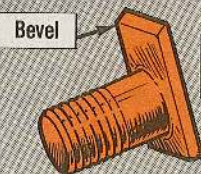


Push handle down

If the slide assembly won't stay flush against the side of the receiver group, it means the shoulder bolt nuts are loose, or, most commonly, the shoulder bolts are installed wrong. You may even have loose retaining screws, but bet on the shoulder bolts.

Whatever, if the slide assembly moves away from the receiver, it's set up for cracks and replacement.

What probably happened to make it loose is that the shoulder bolts' bevelled edges were installed backwards.



Bevel

Shoulder bolt

HERE'S HOW TO CHECK:

The bevel on the rear shoulder bolt must face the rear of the gun.
The bevel on the front bolt must face the front of the gun (barrel end).

YOU'RE
BATTY.!

YEAH, JUST
LUCKY, I
GUESS.!

THIS
CHECK-UP
IS
IMPORTANT.!

Bevel
toward
rear

Bevel
toward
front

Line up
bolts with
slots

Install the slide assembly, tighten the shoulder bolt nuts and back them off just enough to put their cotter pins in place.

When you put the slide assembly on the gun, line up the shoulder bolts with the receiver slots.

Back Plate

The back plate latch lock can save you repair and other problems, so take a look to be sure you've got the right one.

New
Latch
— square
sides

14

An older, rounded-corner job was replaced years ago by a machine-cast, sharp-sided, square-topped one. It goes by NSN 1005-00-927-7273, P/N 11010453.

The older latch lock is still around and still on guns. If you use it, the back plate can come off without releasing the lock. It's light gray.

The new one is easy to spot. It's black. If you don't have it, talk to your support people about a replacement.

There might be an old latch lock buried in supply bins under the stock number for the new one. If you don't get P/N 11010453, turn it back in. With all those clues, the new one will be hard to miss.

Old lock
is gray,
rounded

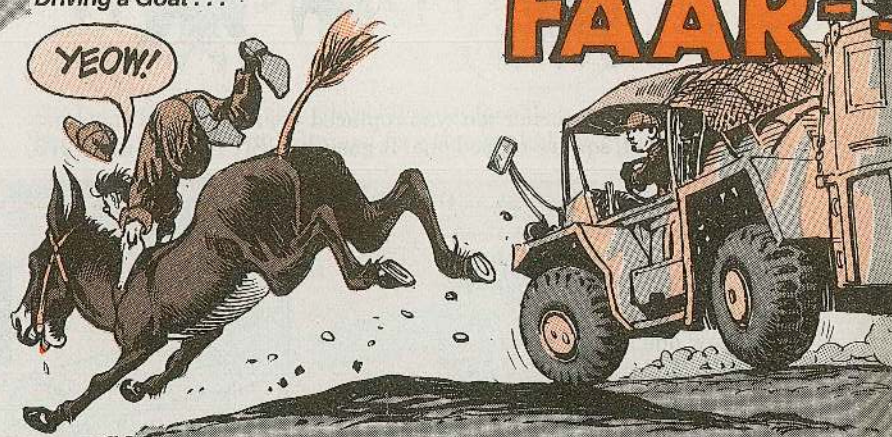
Whether new or old, release the latch lock when you slide the back plate in place.

If you don't release the latch lock when you install the back plate, the lock can break and the back plate can come off.

Release lock when
back plate's in
place

PS END

Driving a Goat . . .



FAAR- -RIGHTSIDE UP!

Match up an AN/TPQ-32 FAAR radar system with an M561 Gama Goat and you could have a kicking mule by the tail.

If you don't drive the Goat right, the Goat'll drive you . . . into a ditch, over a bank, flipped on a hill.

The Goat is an unusual vehicle, what with 2- and 6-wheel drive, front and back wheels that steer, a carrier that tilts, and springs that demand additional support. You need to know how to drive it, and you can't learn that on your own.

Fact is, experienced, trained drivers are supposed to take an annual refresher course. It's even in AR 385-55.

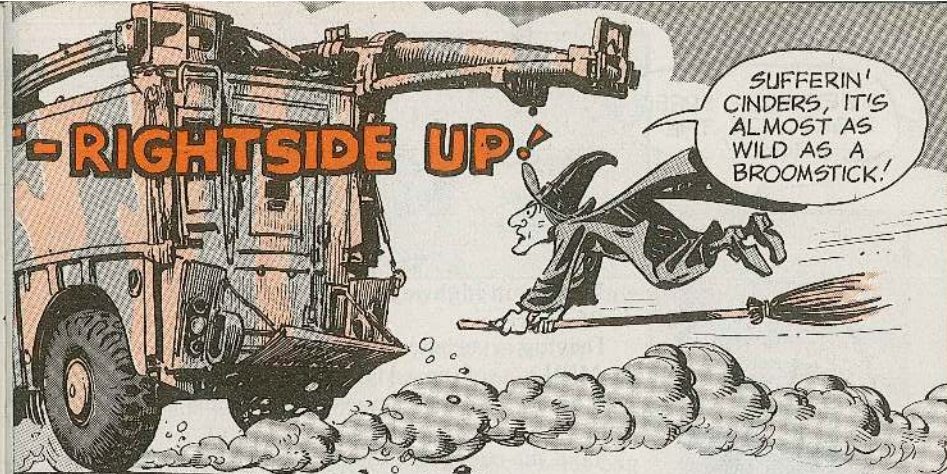
The reason is simple: a Goat with a load is like something you've never driven before. You've got to know it before you go.

Driving the Goat with FAAR, a trailer, or other load means driving it every second. Inattention can put you off the road . . . or flipped.

Like so: You've got to hold the wheel steady all the time in highway driving. If you don't, the Goat carrier will sway and fishtail. Too



Hold the wheel steady!



Two other big reasons for highway or cross country accidents and near accidents are oversteering and taking curves too fast.

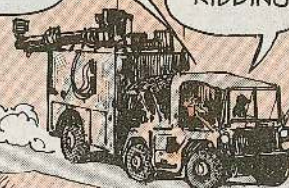
In short, turn the wheel only as far as necessary to make a curve or go around something. On a curve, make as gradual a turn as you can, space permitting.

KNOW YOUR GOAT FIRST-- THEN DRIVE IT!



... KEEP IT SLOW AND WIDE, HARRY!

YOU'RE KIDDING!



much sway can flip the carrier and whatever it's hauling or towing.

Keep your speed down, specially on curves, and hold the wheel steady.

Oversteering sways or fishtails the load, and the whole rig can flip.

When you spot a curve, down-shift and slow down.

KEEP YOUR SPEED
RIGHT FOR THE
ROAD!

Maximum highway speed with FAAR aboard is 25 MPH.

Driving experience with Goat/FAAR indicates 10 MPH is a safe speed for going around the average curve. For sharp curves, go as slow as you can.

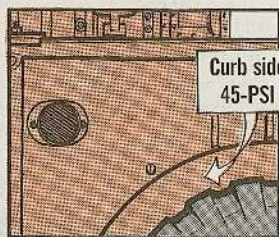
Take the curve as wide as you can . . . and remember to downshift. The lower gears give you better control on curves.

When you're hauling a FAAR, properly inflated airlift spring bags are a must. So is the heavier rear coil spring (PN 11686150) modification.

What's more, you've got to have the bags inflated right (one side has more pressure than the other) or the load can topple.



Check air pressure here
before every trip



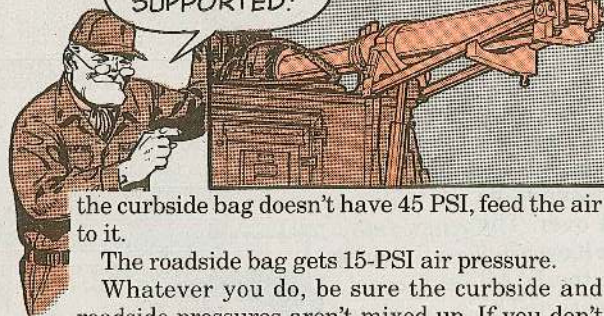
Curb side
45-PSI

Air Bags Points

Here are points to consider on the air bags: Bags get a weekly pressure check . . . but, they can leak. For your own and the equipment's safety, you should check the pressure before each trip — short or long trip, that is. Bags leak, and the weekly check just can't hack it.

Curbside bags have 45-PSI air pressure to support the weight of the antenna mast stacked on the shelter above them. That's the big check. If

KEEP THE
WEIGHT
SUPPORTED!



the curbside bag doesn't have 45 PSI, feed the air to it.

The roadside bag gets 15-PSI air pressure.

Whatever you do, be sure the curbside and roadside pressures aren't mixed up. If you don't have 45-PSI in the bag under the mast, you can tip the FAAR. Putting 15-PSI in the curbside bag is bad news.

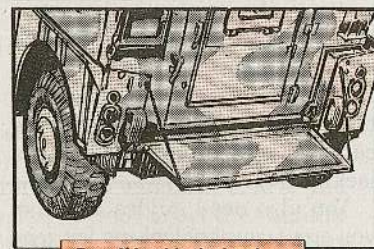
Just look up or ahead. Curbside is where the mast is stowed or where the passenger sits in the tractor. Curbside . . . 45- PSI.

Bags must be inflated only when they are inside the springs, with supporting pads in place. There are 2 supporting pads.

The pads have to be there or the bag will be damaged or slip out.

If you inflate the bags out of the springs, they can burst. That thick, heavy rubber won't do much for your belly or your complexion.

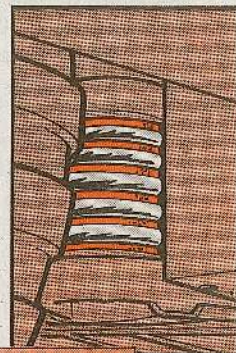
Remember, too, the bags are not repairable. If you try to repair one, all you'll get is a bang out of it during inflation, or the bag will blow during travel.



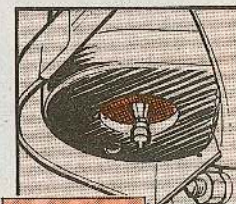
Even if load looks level —
check air bags.

The 45-PSI bag fails more often than the 15-PSI job. Never neglect it in your checks, and replace it if it won't hold air.

A final caution on the air bags: Even with the FAAR in place, the Goat carrier won't necessarily list when air pressure is low. Check the air pressure even if the load looks level. Otherwise, the first bounce or curve could be bad news if the air bags are low.



Inflate bag
inside spring



Supporting
pad in place?

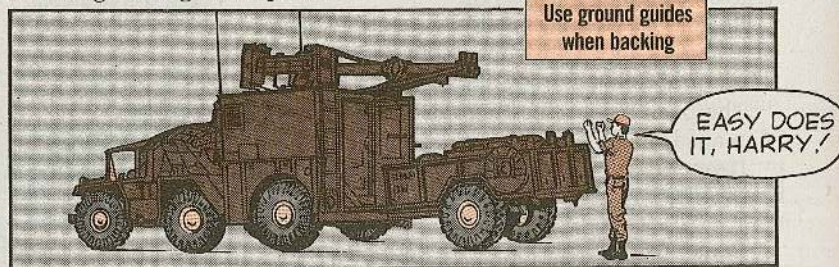
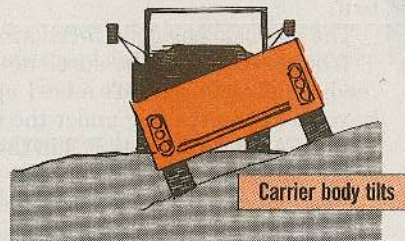
Driving Pointers

Off highway speed with the Goat/FAAR is 1 to 15 MPH. The rougher the terrain the slower you go. These speeds will be in a revised FM 44-6.

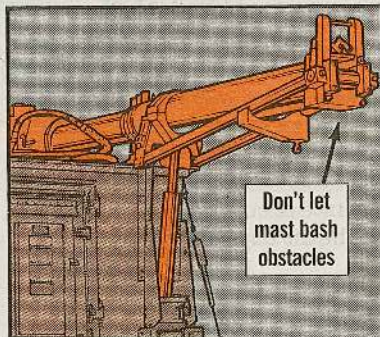
Don't join those who found out the hard way that speed over the highway maximum of 30 MPH causes accidents.

If you're in dune country, or if there are low hills or mounds, go around them . . . not over. The Goat tractor may make it over, but chances are good that the FAAR and carrier won't. Reason: The carrier tilts independently from the tractor.

There's a rule of thumb taught by people who know the Goat/FAAR best — go around anything that's high enough to trip over.



Also, paras 4-5 and 4-6 of FM 44-6 (Feb 74) give you the dope on safety angles when emplacing the FAAR and Goat Carrier on a slope.



Ground Guides

Ground guides are a must when you back the Goat/FAAR, especially in close quarters and when you're hauling the M101A2 3/4-ton trailer.

The mast sticks out and can bash any nearby object, and you can tear out cables if the trailer jackknifes.

You also need guides ahead of you cross country, looking for good routes and finding paths that avoid obstacles.

Brake Aches

When you need brakes on a Goat, you really need 'em.

So, even though the LO says check the master cylinder every 6 months, you need to do it a lot more often if you're in desert country. Maybe even daily if the sand's blowing or you're bouncing cross country.

One daily check you have to make is for brake fluid leaks at the wheels.

That means check all wheels, not just the right front as you would for checking brake shoes. The front wheel could be dry, but other wheels might be leaking. You need just 1 wheel cylinder leaking to drain all your fluid. If you haven't got fluid, you haven't got brakes.



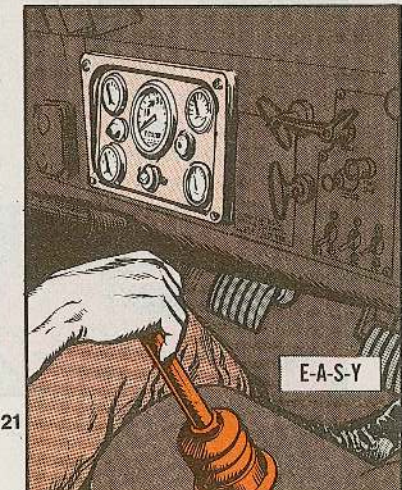
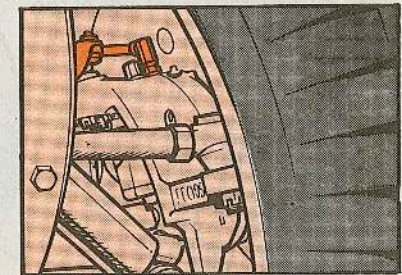
Shift, Friend

Some drivers have a knack for it; some just do it. Power shifting, that is, without benefit of clutch.

But, you can't power shift a Goat without ruining the transmission. When you shift up or down, let your tach reading and speed decide the gear range and shift it easy with the clutch.

Wind Shift

The Goat/FAAR combo is a great target for winds, since it's top heavy and high. So, the stronger the wind, the slower you go. High winds affect the stability of Goat/FAAR, so unless you have to be moving in that kind of weather, wait for the wind to die down.



Gama Goat . . .

OIL FILTER NEEDS GUTS AND KNOW-HOW

What's worse than dirty engine oil in your M561 or M792 1¼-ton vehicle?

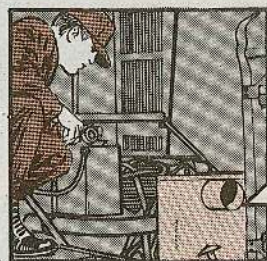
No oil at all!

And both are happening — because that oil filter is a little tough for some people to handle. Not all people — but too many. They shy-off from this job, so the filter element's not changed at all. Or they do a sloppy job of installing a new element and gasket, and the oil leaks out.

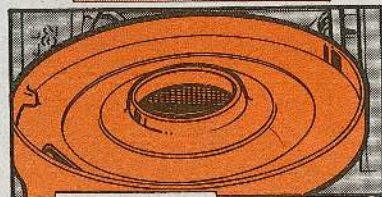
WHERE? WHEN? HOW?

First — if you're new at this — you've got to find the engine oil filter.

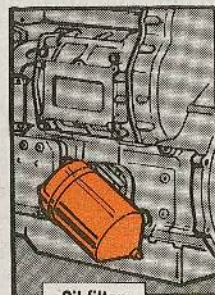
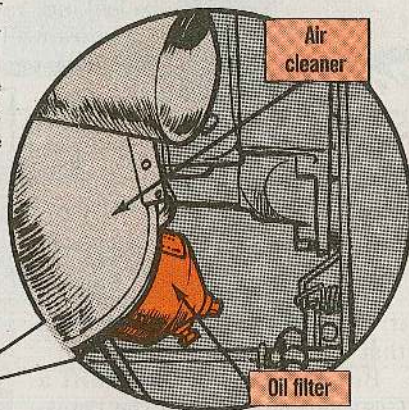
It's on the lower, right side of the engine — under the air cleaner. Fact is, you've got to take off the air cleaner to get at the oil filter.



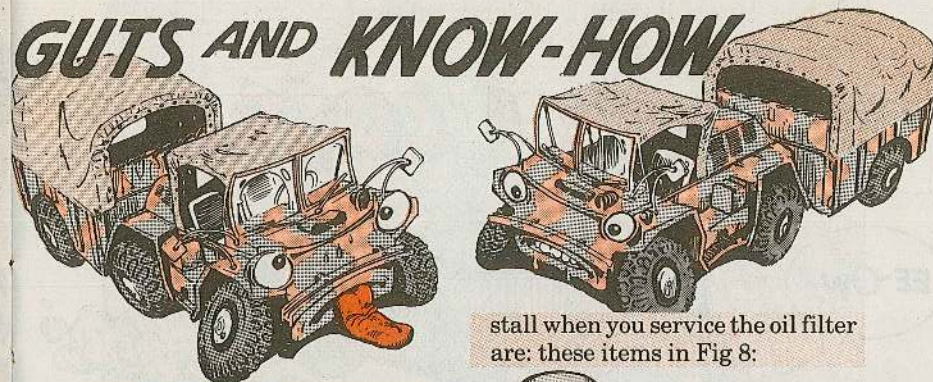
Yep, you've gotta take off the air cleaner base too — or you'll have a heckuva job working on the oil filter



Air cleaner base



Oil filter



stall when you service the oil filter are: these items in Fig 8:

You change the oil filter element every time you change the engine oil — at 6,000 miles or 6 months — like it says in LO 9-2320-242-12 (Apr 72), Notes 12 and 14.

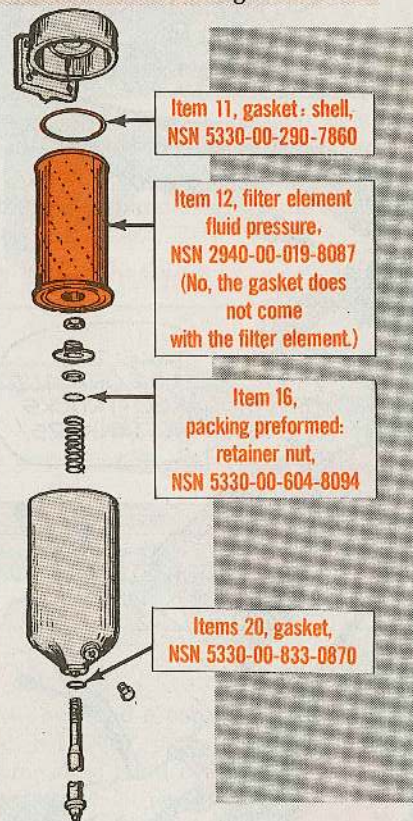
How? V-e-r-r-y carefully.

Step-by-step instructions are in TM 9-2320-242-20 (Sep 76), page 2-112, para 2-34.

Watch it! The filter's hard to reach. The gasket for the filter housing is narrow and wants to slip out of place. You've got to be very patient and very careful, or the filter will leak. So always run the engine for a few minutes after you've put the filter back together — and check to see if the filter's leaking.

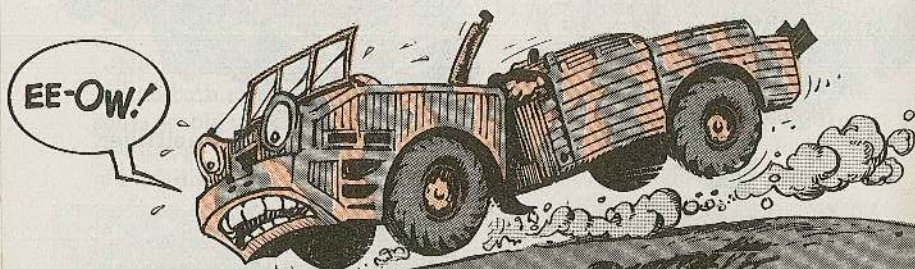
Got a leaker? Take the filter apart again. Make sure all of the parts are there. Make sure you install 'em in the right order. Check the exploded view in Fig 8, page 11, TM 9-2320-242-20P (Mar 77).

The new parts you have to in-



M520, M559, M877 Goers . . .

LEVER'S A LOSER!



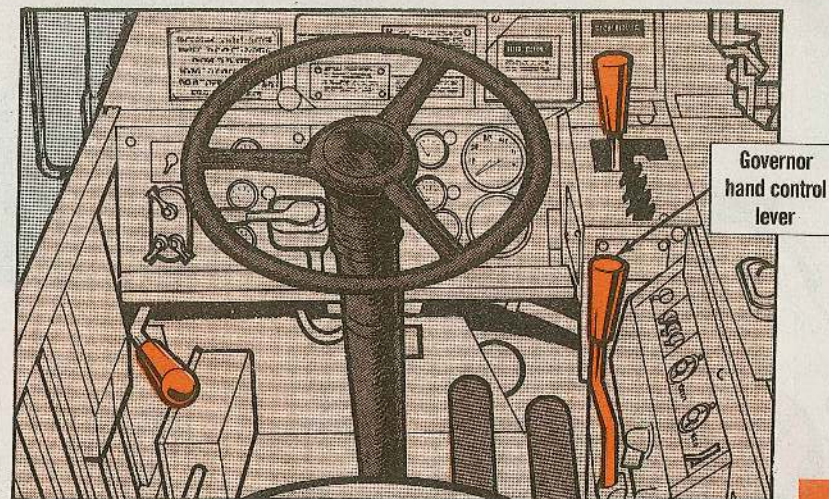
TAKE THE
LEVER OFF ALL
CARGO TRUCKS
AND TANKERS!

Take it all off — the governor control hand lever on all Goers except the M553 wrecker.

If you drive with the governor lever controlling the engine speed — and you have to stop quick or slow down in a hurry — you may forget to push the lever forward. You can hit the brakes — but the engine will keep pushing you on! Dangerous!

The governor lever is only for wrecker lifting and rear winch operations. It's not needed on the cargo trucks and tankers.

TM 9-2320-233-10 (Jun 76), page 2-35, para a, says you need engine speeds between 800 and 1300 RPM to pump fuel with the M559 tanker. Engine idle speed — 800 to 850 RPM — will pump 100 GPM. That's enough for the 2 outside reels or the center reel. You can't use all 3 at idle.



So get your mech to take the governor control lever off all M520, M559 and M877 Goer vehicles. That's the word in TARCOM Msg DRSTA-WG 082000Z Feb 78.

He can turn in the lever but save the plastic handle. It'll fit the transmission shift lever and the front winch shift lever.

M172 Decking Hardware

New wood decking on your M172-series 15/25-ton lowboy semitrailer generally calls for new hardware to install the planks. Here's what you need:

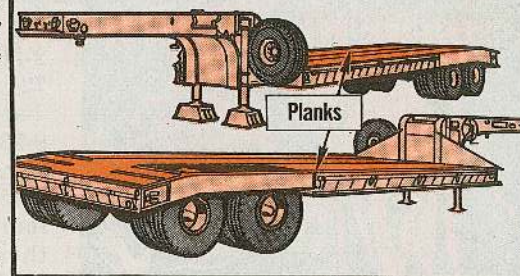
Bolt, NSN 5306-00-021-8156

Nut, NSN 5310-00-982-4940

Washer, NSN 5310-00-012-0384

Clip, NSN 2510-00-318-6649

These'll be showing up in your TM 9-2330-211-14.



M880 Towing Info

Just drop a line to Half-Mast if you need a copy of that letter (DRCPL-CTL, 6 Jan 77) mentioned in PS 307, page 5, Towing With 5-Ton Wrecker. The letter's got drawings and pictures of the hardware needed to tow M880-series 1 1/4-ton trucks with either the M543-series or M816 5-ton wrecker truck.

2-1/2 Ton & 5-Ton Trucks ...

Oil Leak Mystery Solved

AND WHAT
A CORKER!

AT LAST!
THE LOST
IS FOUND!

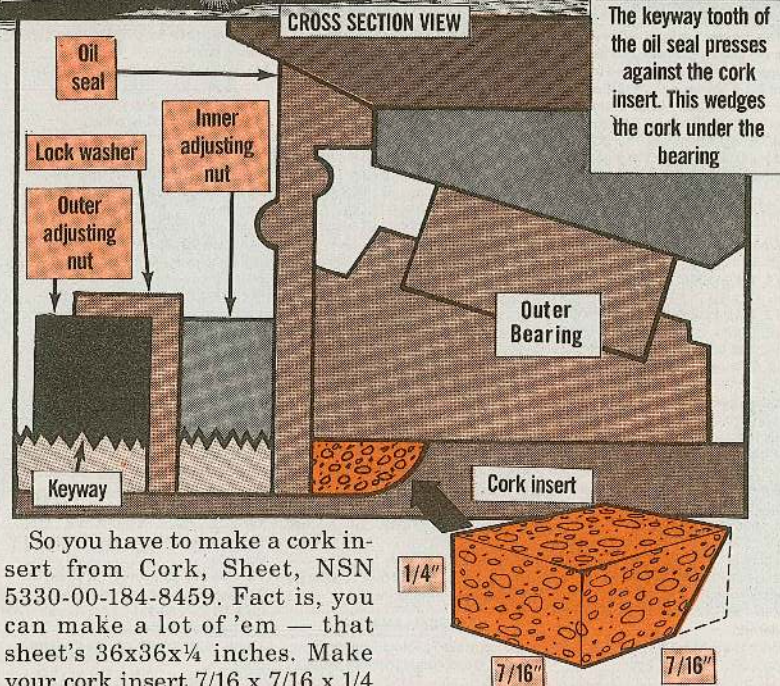
How does gear oil get by a good outer hub seal and foul up the rear wheel bearings in your 2½-ton or 5-ton truck?

Old timers — who've learned the hard way — know the answer:

A tiny piece of cork is missing from the axle housing keyway. So gear oil from the axle housing sneaks right past the outer oil seal keyway tooth ... into the hub ... and washes the grease out of your wheel bearings.

You won't find anything about this cork insert in TM 9-2320-209-20 (Apr 65), para 205; TM 9-2320-211-20 (Jun 73), para 2-210, or TM 9-2320-260-20 (Jul 72), para 2-160.

Although it's shown in TM 9-2320-260-20P (Nov 72) as Item 3 in Fig 13-2, the Part Number (8758266) won't get you the part for those 5-ton trucks. And there's nothing about it in TM 9-2320-211-20P (May 73), Figure 123, for the sister 5-ton fleet.



The keyway tooth of the oil seal presses against the cork insert. This wedges the cork under the bearing

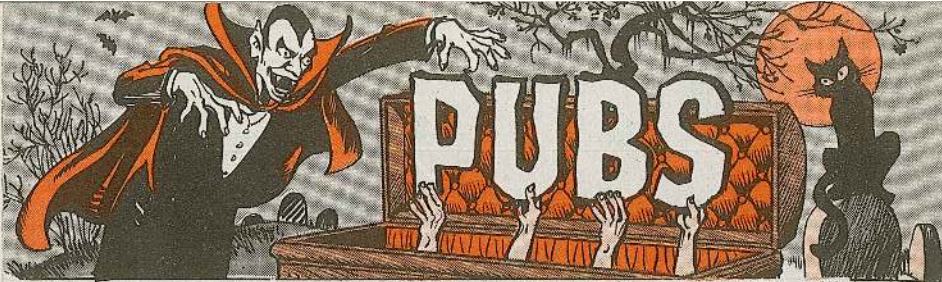
So you have to make a cork insert from Cork, Sheet, NSN 5330-00-184-8459. Fact is, you can make a lot of 'em — that sheet's 36x36x¼ inches. Make your cork insert 7/16 x 7/16 x ¼ inches. Bevel one end a little to fit where the inner end of the axle housing keyway slopes up.

This's for both the TM-211-series and TM-260-series 5-ton trucks.

Better news for your deuce-and-a-halves. The insert's listed as Cork, wheel bearing lock keyway, NSN 5330-00-348-8365, page 232, TM 9-2320-209-20P (Oct 76).

With that NSN, the part costs 54 cents. But you can get the same item for 9 cents with NSN 5330-00-712-1244.

Important! Always install a new cork insert when you're installing hub parts — bearings, seals, etc. That cork gets mashed when it's installed — and it stays mashed. You can't put it back and get a good seal against that gear oil.



This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Oct 77), TM's, TB's, etc.; DA Pam 310-4 (Jul 77) and Ch 3 (May 78), SC's and SM's and DA Pam (C) 310-9 (Nov 76), COMSEC pubs.

TECHNICAL MANUALS

TM 9-1005-313-20 Apr M240 Machine Gun
Ch 4, TM 9-1300-251-20 May Ammunition
Ch 2, TM 9-2300-257-20P Jul M113A1 carrier family
Ch 2, TM 9-2320-211-20 May Truck 5-ton M39 series
TM 9-2350-217-20N Dec M109/M109A1 howitzers
TM 9-2350-257-10 Jun M60A1 (RISE) Tank
TM 9-6140-200-14 Apr Maint for Lead-Acid Storage Batteries
TM 9-6920-363-12&P Mar Conversion Kit (22 Cal) M261 for Rifle, M16 and M16A1
TM 9-6920-428-24P May Redeye Training Set M76
Ch 8, TM 10-4930-204-15 May Tank and Pump Unit, Trk Mting
TM 10-7360-206-23P Apr Field Kitchen trailer Mtd.
TM 11-1520-228-20-1 May OH-58C Helicopter's Electronic Eqpt

TM 11-6410-213-14P Apr S-280A/G and S-280 B/G Shelters
TM 11-5805-262-20P May SB-22/PT and SB-22A/PT Manual Telephone Switchboards
TM 11-5820-595-20P Jun AN/GRC-143 Radio
TM 11-5820-625-20P Apr Radio Receivers AN/URR-29, AN/URR-29 X; Radio Receivers R-220/URR; R-644/URR
TM 11-5841-272-24P Jun AN/APN-171A (V) Electronic Altimeter Set
Ch 2, TM 11-5855-217-12 Oct AN/VSS-3 Infrared Searchlight
TM 11-5985-231-24P Jun AN/GRA-4 Antenna Group
TM 11-6125-252-24P May PU-724/G Motor Gen
TM 11-6130-352-14-1 May PP-6259A/U Battery Charger
TM 11-6130-352-24P-1, May PP-6259A/U Battery Charger
TM 11-6140-203-14-2 Mar Aircraft Nickel-Cadmium Batteries
TM 11-6230-220-20P May AN/TVS-3 Infrared Searchlight
Ch 1, TM 38-750 May TAMMS
TM 55-2840-233-23P Jun Aircraft Engine T53-L-7, T53-L-7A, T53-L-15, T53-L-701, T53-L-701A
TM 55-4920-403-20&P Apr Tool Set Co Size, Set No. 2 Airmobile

MISCELLANEOUS

DD Form 626 Apr Motor Vehicle Inspection (Transporting Hazardous Material)

DD Form 1348-6 Apr 1977 Non-NSN Requisition (Manual)
LO 5-4320-211-12 May Centrif Pump, Petroleum, Gas Driven
LO 5-4320-216-12 May Centrif Pump, Fresh Water, Gas Driven
LO 5-4320-251-12 May Recip Pump, Gas Driven
LO 9-1430-534-12 Jan Improved HAWK
LO 9-2350-217-12N Jun M109/M109A1 Howitzers
PAM 310-7 Feb MWO Index
PAM 310-23 Apr Index of Federal Catalog Systems Pubs (OOU) SB 11-700 May Installation Kits for COMSEC Eqpt
SB 38-100, Mar Preservation, Packaging, Packing and Marking Materials, Supplies and Equipment
SC 4910-95-CL-A72 Apr No. 2 Common Shop Set
SC 5180-90-CL-N39 May Tool Kit, Welder's
CH 1, SC 7360-90-CL-N02 Apr Range Outfit, Field, Gasoline
SC 7360-90-CL-N03 May Accessory Outfit, Gasoline Field Range
(C) TB 11-5810-221-14-2 Nov TSEC/KW-7 (U)
TB 11-5625-537-24P-1 Apr ME202B/U Voltmeter
TB 43-0211 Jan Army Oil Analysis (Nonaeronautical Eqpt)
Ch 4, TB 55-1500-334-25 Apr Aircraft — Fire Resistant Hyd Fluid
TB 55-1520-228-20-24 Jun OH-58A/B/C

AUDIO-VISUAL STUFF

Available at battalion or post Learning Center

TEC LESSONS

030-051-6401-F Intro to MAB
041-061-6149-F FA Ammo
201-113-4616-J Tuning RTT AN/VSC-2
231-906-4401-A R390A/URR Receiver
610-091-6068-F Troubleshooting Vehicle Ignition System, Part I
612-051-9659-F Riveted Hull MAB
612-051-9661-E Welded Hull MAB
612-051-9662-E MAB
612-051-9663-F MAB
612-051-9664-F MAB
612-051-9666-E Riveted Hull MAB
645-093-7264-F Special Storage, Reworking
941-071-0115-F Cal .50 Machinegun, Mounting

944-091-0002-F Inspect 2½-ton Truck, Part I — Engine
944-091-0003-F Part II — Cab
944-091-0004-F Part III — Body
944-091-0005-F Part IV — Underneath
944-171-0101-E Starting, Stopping M809 5-ton Truck (above 32°)
944-171-0102-E Starting, Stopping M809 5-ton Truck (below 32°)
948-071-0026-F TOW ¼-ton System
948-071-0027-F TOW Maint
948-071-0153-F Disassembly, Cleaning LET

TV TAPE, FILMS

TVT 10-55 Aircraft Refueling, Part 2
TF 11-4832 Radio Terminal AN/TRC-121, Part II
TF 38-6006 Pack It Right!
TF 38-6006 Packaging Materials



BUT MAYBE SUPPLY PULLED A RAID ON US!

NOT A CHANCE! THAT STUFF WAS ALL BUSTED!



HAUNTED BY THE MYSTERY, SPECIALIST PETERS SEARCHES THE MOTOR POOL PERIMETER.





FOOL! NOW I HAVE TO TAKE YOU PRISONER!



CONNIE! I SAW SPEC PETERS GO BY WITH A WITCH!

HAH! NO ACCOUNTING FOR TASTES!



NO! I MEAN...THE HALLOWEEN KIND!

BUT ONE WITH DIFFERENT IDEAS!



MA'AM... WILL YOU JUST TELL ME WHAT YOU'RE UP TO?

I'M GOING TO CONQUER ALL THIS!

I'LL BE THE EMPRESS OF NORTH AND SOUTH DAKIOWA AND COLORASKA TO BOOT!



YOU'RE WEIRD!

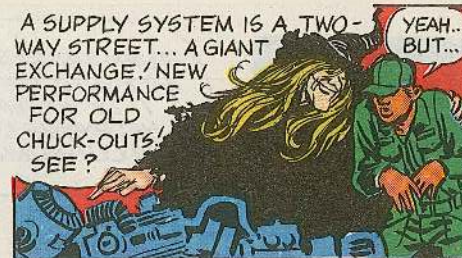
WEIRD, SCHMEERD! I'LL LICK YOUR WHOLE ARMY THROUGH TH' BACK DOOR.. SIMPLY BY STEALING YOUR JUNK PILES! HEE, HEE... JUST BECAUSE YOU JOES DON'T TURN IN REPAIRABLES!



THERE'S HOW I DO IT! MY GOBLINS MAKE GOODIES OUT OF YOUR DISCARDS!

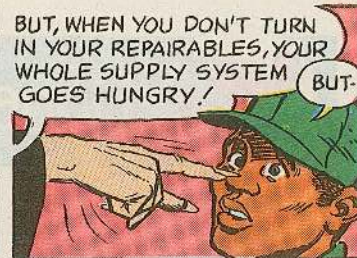
(GASP!) MAN! TALK ABOUT SAVING EVERY WITCH WAY!

*HEE HO! HEE HO! THEY'S WORTH A LOTTA DOUGH! ♪



A SUPPLY SYSTEM IS A TWO-WAY STREET... A GIANT EXCHANGE! NEW PERFORMANCE FOR OLD CHUCK-OUTS! SEE?

YEAH... BUT...



BUT, WHEN YOU DON'T TURN IN YOUR REPAIRABLES, YOUR WHOLE SUPPLY SYSTEM GOES HUNGRY!

BUT...



REPAIRABLES FEED SUPPORT LINES! IT'S THE WAY YOUR SYSTEM TRIES TO WORK... IF YOU LET IT!

BUT...



SHE'S RIGHT, SPECIALIST!

NO ARMY CAN AFFORD TO RUN ON AN ENDLESS SUPPLY OF NEW PARTS

CONNIE! BONNIE! HAVE YOU SEEN WHAT SHE'S GOT HERE?



I KEEP THOSE REPAIRABLES IN THE SYSTEM!



WHEN YOUR MEN STASH AWAY PARTS AND FORGET THEM, YOUR SYSTEM STARVES!

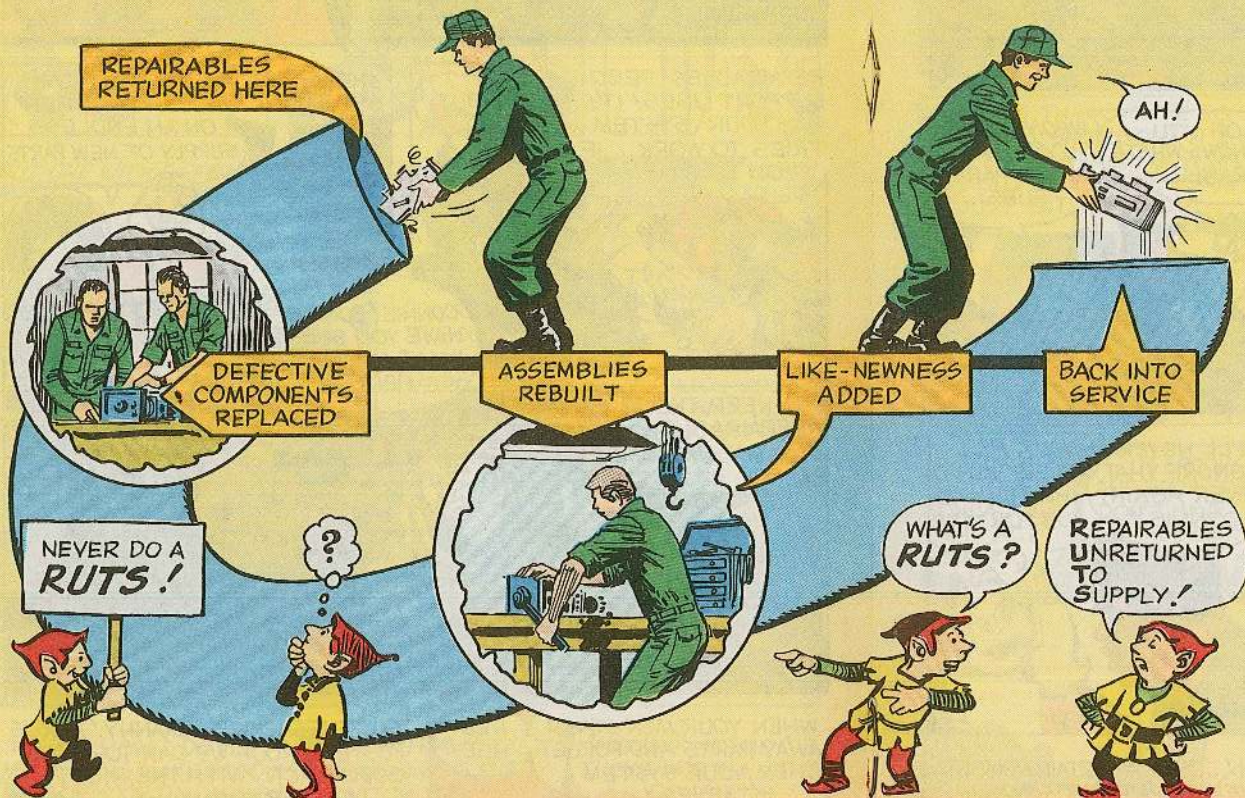
HEE HEE!



CUT THE CACKLES, GRANNY! HERE'S POSTER PROOF WE CAN TOP YOUR GOBLIN ACT... WITH THE RIGHT COOPERATION!

Joe's Dope Sheet

TURN "JUNK" YOU HAVE HIDDEN AWAY
BACK INTO THE SYSTEM TODAY!
IT'LL INCREASE THE FLOW...
HELP SAVE LOTS OF DOUGH...
AND CUT DOWN REPAIR PARTS DELAY!



WE HAVE THE WORLD'S BEST EQUIPMENT ... Take care *it*

IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.



...HERE WE HAVE EACH ITEM'S **SMR** (SOURCE, MAINTENANCE, RECOVERABILITY) CODE! ANY LAST PLACE LETTER OTHER THAN **O** OR **Z**, MEANS A REPAIRABLE ITEM!

FIG NO.	ITEM NO.	SMR CODE	FEDERAL STOCK NUMBER
2	PAOFF	1430-00	
8	PAOZZ	5305-00	
12	PAOZZ	5310-00	



THEN IT'S UP TO EVERYBODY WHO SUPPORTS YOU TO KEEP THOSE PARTS MOVING... AND **FAST**... TO THE PEOPLE WHO REFURBISH THEM AND GET THEM BACK INTO SERVICE!



HAH!... ONLY A CERTAIN NUMBER OF NEW REPAIR PARTS ARE IN THE PIPELINE AT ANY ONE TIME! WHEN THOSE RUN OUT...





The Wrong Connection

There's a disaster in your future if Murphy* is giving you an "assist" during installation of a fuel control on your T-53 engine.

Murphy was last seen beating a hasty retreat when hoses with the same size fittings were connected wrong and the engine went up in flames!

Set him straight, OK?

Three lines that can definitely cause a problem are the air pressure-sensing hose, the start-

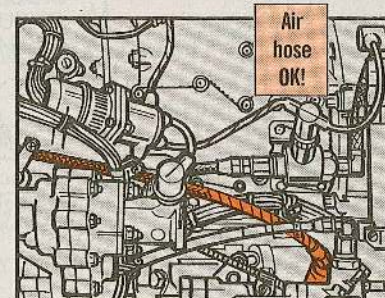
ing fuel hose and the fuel vent hose from the fuel control to the engine deck.

If you connect the air pressure-sensing hose either to the starting fuel connection or to the fuel vent hose on the fuel control, the stage is set for real trouble.

As the starter switch is activated, fuel is sprayed into the engine intake area. Result: Fire.

Tell Murphy to color code the lines and connections by using tape, or some other device.

*Murphy: If a part can be installed wrong, somebody will do it that way.



Scopin' the Slick Stuff

IF YOU WANT TO KNOW
THE LATEST, THESE ARE
FOR YOU!



Oil analysis has been around for a while, but a new reg, a new tech bulletin, and new forms have made the system even better.

Component replacement is much better than turning the part — maybe even the bird — into scrap.

AR 750-22 (12 Apr 77) on the Army Oil Analysis Program (AOAP) gives you crewchiefs and mechs the big picture.

But the nitty-gritty details on aircraft oil sampling, analysis and follow-up are in the new TB 43-0106 (21 Jul 78).

A big change in the new TB is the interval for routine oil samples. You now have the option of taking samples within a range of operating hours. It's hard to hit the sampling intervals right "on the money." So, use these ranges:

Sampling Interval (or 30 days)	Allowable Ranges
5 hours	4-6 hours
10 hours	8-12 hours
12½ hours	10-15 hours
25 hours	22-28 hours

VEREE INTERESTING!

I SUCKED
IT OUT OF
A UH-1!



Another switch is that labs will acknowledge receipt of all oil samples so units and local AOAP monitors will know those samples are gettin' to the lab safely. In the past, units and monitors only heard from the lab when a resample or special sample was needed or a part was written up on DA Form 3254-R.



Your Form Counts

The new oil analysis request form DD Form 2026, replaces the old DA Form 3253. It's a compact little number you wrap around the sample bottle with a rubber band before you bag the sample and send it out.

Filling out the form right makes a big difference in how well the AOAP will work for you and your bird. For example:

Double-check those long strings of aircraft and component serial numbers. Mistakes can foul up the lab's efforts to pass the word on a faulty component.

Include the reason for the sample. If you check "Other" in the box, write the reason in the "Remarks" box farther down on the form.

When you're adding up the amount of oil added since the last sample, list: Pints, quarts or gallons.

OIL ANALYSIS REQUEST			KEYPUNCH CODE
TO	OIL ANALYSIS LAB FT. CAMPBELL, KY.		1-3
FROM	MAJOR COMMAND FORSCOM		4
	OPERATING ACTIVITY (Include ZIP Code/APO) DODAAD HHC, 101ST AVN BN FT. CAMPBELL, KY. 42223 WAB 3TO		5-10
	EQUIPMENT MODEL/APL T55-L7C ENGINE		11-14
	EQUIPMENT SER. NO. LEO 4329 B		15-20
	END ITEM MODEL/HULL NO. CH-47B		
	END ITEM SER. NO./EIC 66-19112		
	DATE SAMPLE TAKEN (Day, Mo., Yr) 10 JUN 77	LOCAL TIME SAMPLE TAKEN 1000	21-24
	HOURS/MILES SINCE OVERHAUL 583 HOURS		25-29
	HOURS/MILES SINCE OIL CHANGE 33 HOURS		30-33
REASON FOR SAMPLE	LAB REQUEST ☐ TEST CELL ☐ OTHER (Specify) ☐		34
	☒ ROUTINE		35-36

A FORM FILLED
OUT RIGHT WILL GET
YOU A FAST REPLY
FROM THE LAB!



ACTION TAKEN

DISCREPANT ITEM

HOW MALFUNCTIONED

HOW FOUND ☐ LAB REQUEST ☐ AIR GROUND CREW

HOW TAKEN ☐ DRAIN ☒ TUBE

REMARKS MAINTENANCE PERFORMED
LAST SAMPLE: PULLED QUARTERLY

FOR LAB USE ONLY

SAMPLE RESPONSE TIME

FE 41-43	AG 44-46	AL 47-49	CR 50-52	CU 53-55
PB 62-64	SI 65-67	SN 68-70	TI 71-73	MO 74

LAB RECOMMENDATION

SAMPLE NO. *Ron Manton*

DD FORM 1 AUG 76 2026

These 4 blocks apply
to Air Force only



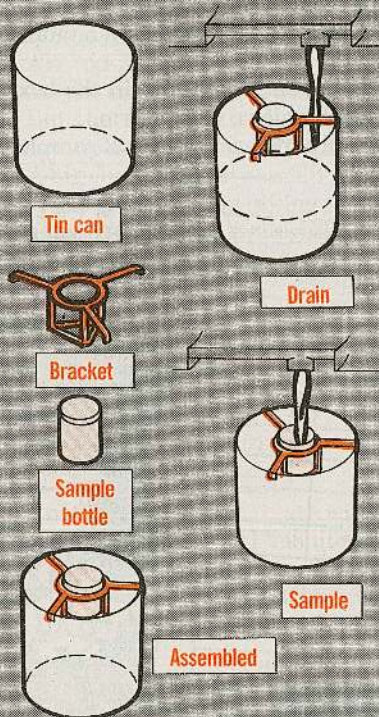
In the "type oil" block, the lab's lookin' for a MIL STD number (MIL-L-23699B, for example). If you're using commercial lubes for some reason — it's not recommended — give the brand name and viscosity.

Keep The Gunk Out

Every sample bottle you send off should be filled to within 1/2 inch of the bottle top. But it shouldn't include a speck of sludge. Sludge can throw analysis results off.

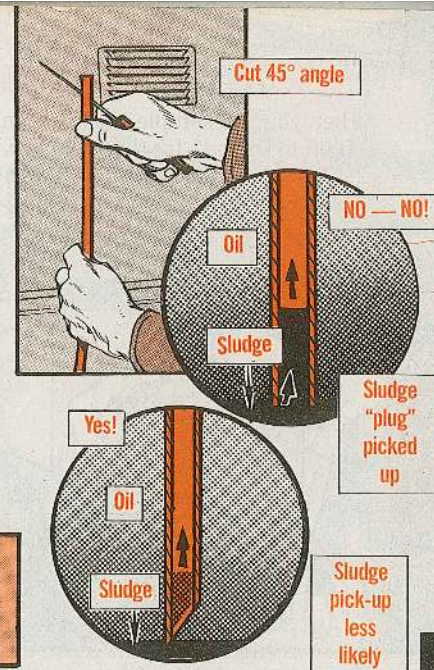
Where you're getting your sample will determine whether you use the drain or tube method. Appendix A in the TB tells you which method to use for each bird and component.

Drain method: After you pull the drain plug, let about a pint of oil drain into a can before you take your sample. That gets the bottom sediment past your sample bottle. You can make a can with a bracket to hold the bottle, keeping one hand free to handle the drain plug and tools.

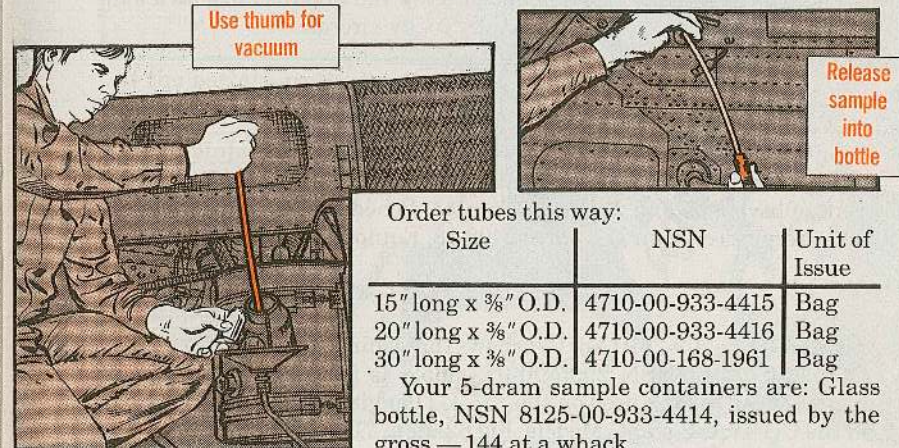


Tube method: Select the right tube. Insert the tube into the opening to about the same level inside the oil reservoir each time you sample. Eyeball Appendix A for the right size tube to use. Trim the bottom end of your plastic sampling tube at a 45-degree angle. That way, even if you dip into the sludge momentarily, you're less likely to pick up a "plug" of sludge. Natch, you throw away the tube afterward — never recycle it.

And skip mouth suction to siphon with the tube method. Some oils are poisonous.



All aircraft oil samples are taken with 3/8-in plastic tubing, and only the T-41 and T-42 engine samples call for tubes over 20 inches in length. For your other birds, the job can be handled with 15-in or 20-in tube lengths. The tubes come in bags of 25.



Order tubes this way:

Size	NSN	Unit of Issue
15" long x 3/8" O.D.	4710-00-933-4415	Bag
20" long x 3/8" O.D.	4710-00-933-4416	Bag
30" long x 3/8" O.D.	4710-00-168-1961	Bag

Your 5-dram sample containers are: Glass bottle, NSN 8125-00-933-4414, issued by the gross — 144 at a whack.

Need Sampling Supplies

When your oil sample's ready to mail, use the padded shipping sack to fire it off to the lab. It's 6 x 10-in size, and is issued in cartons of 250 bags each. Just ask for NSN 8105-00-290-0340.



For your special samples, alert the lab with a band of red tape (NSN 7510-00-753-4728) and they'll give it priority over routine testing.

Some AOAP files show cases of component damage before the lab could make a reading and get a warning back to the using unit by phone or TWX. So, send in your oil samples the same day you take 'em!

Keeping that oil and info flowing between you and the lab goes a long way toward maintaining operationally ready aircraft.

Pretty slick, eh?

Aircraft Services

Paragraph 3-3b(1) of TM 38-750 says you do not schedule aircraft periodic services on the DD Form 314. That covers your aircraft armament subsystems and avionics gear, too. Schedule armament and avionics services on your DA Form 2408-18, Equipment Inspection List.

Good for Both

TM 55-1520-209-23P (Apr 77) shows that Chinook engine starter, P/N EA1030-070-3A (NSN 2995-00-072-5652) is for use on the T55-L-7 engine. It can also be used on the T55-L-11 engine. The starter is usable on the CH-47A, B and C Models. Fig 62, item 71, is being updated.

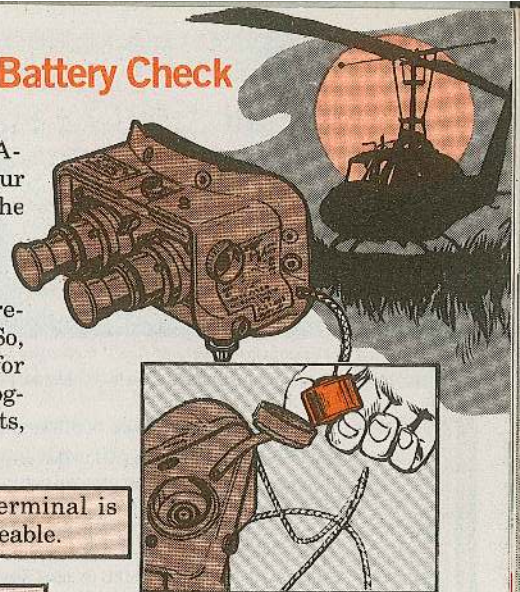
Night Vision Devices . . .

Mercury Battery Check

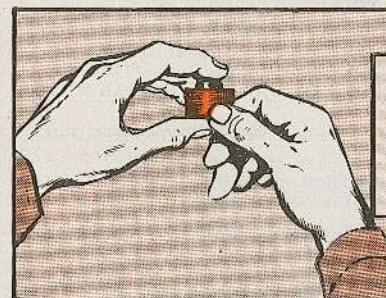
Any time you use the BA-1567/U mercury battery in your night vision devices give it the once-over.

A spare battery exploded recently, bruising a pilot's arm. So, when you pick up a battery for the AN/PVS-5 night vision goggles or other night vision sights, make these checks:

1. If the positive terminal is bulging, it's not serviceable.



2. See if the cell is tight in the plastic jacket by holding the cell ends and turning the sleeve. Tightness means the battery is bulging and is not serviceable.



If the battery passes your inspection, insert it in the goggles and you're in business.



Battery okay?
insert it

FOR SAFETY,
WEAR GOGGLES
WHILE CHECKING
YOUR BATTERY!

GOOD NIGHT VISION
WILL ALWAYS GIVE
YOU THE EDGE!

Aircraft Safety-Of-Flight Messages

HEY! HAVE
YOU CHECKED
YOUR BIRD
AGAINST THESE
MESSAGES?



Here's a list of aviation safety-of-flight messages for the first part of 1978.

- AH-1-78-1 Inspect all T-53-L-13B Engines for Unmodified Fuel Controls TB 55-1500-200-20-19 DRSTS-MEU 171500Z Jan 78
- AH-1-78-2 AH-1 Engine Mount Components DRSTS-MEU 141700Z Feb 78
- AH-1-78-3 Install Infrared Suppressors on AH-1S Helicopter DRSTS-MEU 231335Z Feb 78
- AH-1-78-4 P/N 540-011-001-5 and 540-011-250-1 Main Rotor Blade Assemblies on AH-1G/Q/S and TH-1G DRSTS-MEU 272012Z Mar 78
- AH-1-78-5 P/N 540-011-001-5 and 540-011-25-1 Main Rotor Blade Assemblies on AH-1G/Q/S and TH-1G Series DRSTS-MEU 31825Z Mar 78
- AH-1-78-6 Hydraulic Oil Filter DRSTS-MEU 052050Z Apr 78
- AH-1-78-7 AH-1S Install PP-7274 B/A Static Inverter DRSTS-MEU 182025Z May 78
- AH-1-78-8 Operational/Maint all Prod AH-1S DRSTS-MEU 151430Z Jun 78
- AH-1-78-9 Install Clamps on Flexible Confined Detonating Cord of All AH-1 Series Except AH-1S (PROD) DRSTS-MEU 191953Z Jun 78
- AH-1-78-10 MWO 55-220-30-2, For AH-LQ and AH-1S (Mod) M28 Turret Weapons DRSTS-MEU 301330Z Jun 78
- AH-1-78-11 TB 55-1500-200-20-21 Inspection: All AH-1G, TH-1G, AH-1Q, UH-1B, UH-1C, UH-1D/H/N, UH-1M Aircraft, Msg No's AH-1-78-11 and UH-1-78-5 DRSTS-MEU 051345Z Jun 78
- EH-1-78-1 TB 55-1520-210-20-14 Inspection Unsealed Bearings on Inverters DRSTS-MEU 272010Z Mar 78
- UH-1-78-1 Inspect all T-53-L-13B Engines for Unmodified Fuel Controls (TB 55-1500-200-20-19) DRSTS-MEU 171500Z Jan 78
- UH-1-78-2 Inspection Requirements for Nonstandard-locally manufactured, Heavy Duty Skid Shoes on UH-1 Series DRSTS-MEU 302125Z Jan 78
- UH-1-78-3 Install Interim Infrared Suppressor and Command Console, AN/ASC-15, on UH-1 DRSTS-MEU 032115Z Jan 78
- UH-1-78-4 Hydraulic Oil Filter DRSTS-MEU 052050Z Apr 78
- UH-1-78-5 TB 55-1500-200-20-21 Inspection for All AH-1G, AH-1Q, UH-1B, UH-1C, UH-1D/H/N, UH-1M Aft, Msg No's AH-1-78-11 and UH-1-78-5 DRSTS-MEU 051345Z Jun 78
- OH-6-78-1 Inspect T63-S-700/5A Power Turbine Outer Coupling Nut DRSTS-MEP 102315Z Feb 78
- OH-6A-78-2 Inspect T-63A-700/5A Engines DRSTS-MEP 021935Z Mar 78
- OH-6A-78-3 Maint Advis Msg OH-58A/OH-6 DRSTS-MEP 162255Z Mar 78
- OH-6A-78-4 Operational for OH-58A/OH-6A DRSTS-MEP 221407Z Mar 78
- OH-6A-78-5 Inspection OH-6A TB 55-1520-214-30-3 DRSTS-MEL 231657Z Mar 78
- OH-6A-78-6 OH-6A Aircraft (Cracks in Landing Gear Struts) DRSTS-MEL 242038Z May 78
- OH-58A-78-1 Inspect T63A-700/5A Power Turbine Outer Coupling Nut DRSTS-MEP 102315Z Feb 78
- OH-58A-78-2 Inspect T63-A-700/5 Power Turbine Outer Coupling Nut DRSTS-MEP 021935Z Mar 78



- OH-58A-78-3 Maint Advisory Msg OH-58A/OH-6 DRSTS-MEP 162255Z Mar 78
- OH-58A-78-4 Operational for OH-58A/OH-6A DRSTS-MEP 221407Z Mar 78
- OH-58A-78-5 Retorque Upper Clamp on Fuel Hose Inside the Fuel Tank DRSTS-MEL 202125Z Mar 78
- OH-58A-78-6 Removal of Passenger Seat Cushions DRSTS-MEL 061850Z Apr 78
- OH-58A-78-7 Inspect to Locate Specific Serial Numbered OH-58A/B/C Main Rotor Heads to Remove and Replace Suspected Hydrogen Embrittled Parts-TB 55-1520-228-20-23 DRSTS-MEL 131951Z Apr 78
- OH-58A-78-8 Amend Msg No. OH-58-78-7 DRSTS-MEL 181944Z Apr 78
- OH-58A-78-9 Technical for OH-58A and OH-58C Helicopters, DAMWO 55-1520-228-30-30 DRSTS-MEL 011352Z May 78
- OH-58-78-10 OH-58A and OH-58B Concerning TB 55-1520-228-20-23 (main rotor heads) DRSTS-MEL 081945Z May 78
- OH-58-78-11 Inspect to Locate Specific Serial Numbered OH-58A/B/C Swashplate and Support Assemblies, Urgent TB 55-1520-228-20-24 DRSTS-MEL 161805Z May 78
- OH-58-78-12 OH-58A/B/C TB 55-1520-228-20-24 (swashplate) DRSTS-MEL 311400Z May 78
- OH-58-78-13 For OH-58C Helicopters Concerning Changes to TM 1520-235-10 DRSTS-MEL 061300Z Jun 78
- OH-58-78-14 Amend Msg No. OH-58-78-13 for OH-58C (Alt limit from 2500 lb to 3200 lb gross) DRSTS-MEL 081650Z Jun 78
- CH-47-78-1 CH-47A, B & C Cargo Hook Special Inspect DRSTS-MET 091830Z May 78
- CH-47-78-2 T55 Lycoming Engine "L" Stand & Adapter NSN 4920-00-991-0440, P/N SWE 13852-1910, Breakage DRSTS-MEP 121432Z Jun 78
- CH-47-78-3 CH-47A/B/C Aircraft DRSTS-MEP 231417Z Jun 78
- OV-1-78-1 All OV-1 Aircraft Lube Rqmts on the Splines of the AC Deicing Gen Shaft before Install on Western Gear Box DRSTS-MEP 31625Z Feb 78
- OV-1-78-2 OV-1 Mohawk DRSTS-MEW 131545Z Feb 78
- OV-1-78-3 Inspect All RV-1D & OV-1D TB 55-1510-204-20-29 DRSTS-MEW 092145Z Feb 78
- OV-1-78-4 Safety-of-Flight Advisory No. OV-1-78-4 DRSTS-MEP 172030Z Feb 78
- OV-1-78-5 TB 55-1510-200-20-1 Inspect for OV-1, RV-1, U-8, RU-8, U-21, JU-21, RU-21 DRSTS-MEW 232150Z Mar 78
- OV-1-78-6 OV-1D, OV-1DC, RV-1D Series Concerning 53C51-27 Propellers DRSTS-MEW 051405Z May 78
- U-21-78-1 U-21A/G Aft Facing Seats DRSTS-MEW 101526Z Feb 78
- U-21-78-2 TB 55-1510-200-20-1 Inspect OV-1, RV-1, U-8, RU-8, U-21, JU-21, RU-21 DRSTS-MEW 232150Z Mar 78
- U-8-78-1 U-8 Series Engine Nacelle Inspection DRSTS-MEW 041520Z Feb 78
- U-8-78-2 Supercharger Assembly, all 0-480 Engines DRSTS-MEW 121600Z Jan 78
- U-8-78-3 U-8F Aircraft, Aft Facing Seats DRSTS-MEW 172113Z Feb 78
- U-8-78-4 Aileron Inspection for U-8 series DRSTS-MEW 061454Z Mar 78
- U-8-78-5 TB 55-1510-200-20-1 Inspect OV-1, RV-1, U-8, RU-8, U-21, JU-21, RU-21 DRSTS-MEW 232150Z Mar 78
- GEN-78-01 Painting Rotating Components, AH-1, CH-47, OH-58, UH-1 DRSTS-MEG 081442Z Feb 78
- GEN-78-02 Reliability, Maintainability AN/PRC-90 Survival Radio System DRCP-ALSE 071458Z Feb 78
- GEN-78-03 Magnetic Particle and Fluorescent Penetrant Inspections of Aircraft Parts DRSTS-MEG 142030Z Feb 78
- GEN-78-04 NSN 5120-00-337-2822, Multiplier, Torque Wrench DRSTS-MEG 171930Z Mar 78
- GEN-78-05 All Aircraft Not Flown Within Time Intervals for Flyable Storage DRSTS-MEP 062044Z Jun 78
- GEN-78-06 Restraint Harness NSN 1680-00-169-0656, DRSTS-MEG 091900Z Jun 78
- GEN-78-07 Restraint Harness NSN 1680-00-516-8427 Part No. 51J3817 DRSTS-MEG 291900Z Jun 78



ACCESSORIES NEED CARE TOO!



If you grew up thinking accessories were something "extra" you could do without if you had to, you didn't grow up around commo gear.

Faulty communicating accessories such as headsets, handsets and microphones will leave you talking to nobody but yourself.

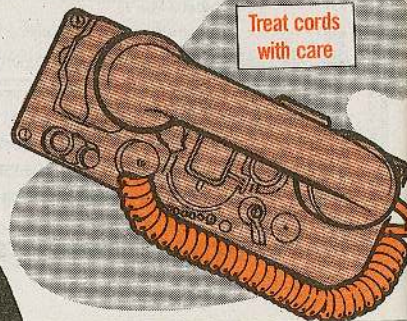
The best thing you can do for this gear is give it the eyeball treatment often.

Are cases clean, dry, free from breaks and cracks? Is the gear complete? Mouth and earpieces complete and snug?

How about cords and cables? Are they cut, kinked, cracked or frayed? Are handsets cracked or dirty? Headbands worn or broken? Clothing or other clips missing or broken? Connectors all tight and making contact?

'Course, you can eyeball your gear all day and still not have any commo. So, here are some things to look for and maintenance you can do to make sure you're ready to do your job.

HEE-E-E... YOU DO ZE EYEBALL TREATMENT YOUR WAY AND I WILL DO IT MY WAY!



Be sure you have up-to-date TM's for your equipment. They'll give you repair parts and say who can fix what. TM 11-5800-213-L (Aug 77) has a list.

Treat cords with respect. They weren't made to serve as handles or jump ropes. Keep cords from twisting, too, since this puts damaging pressure on inside wiring.

Damage to cords, wires and cables doesn't always mean replacement, tho. There are times when just a few inches of electrical tape, NSN 5970-00-419-4291, will keep you in business.

If a wire's exposed or insulation's frayed, but there's no evidence of wire damage, go ahead and tape. Use at least 2 layers and spread it an inch both ways from the repaired area.

Skip the taping if there's a hint of dry rot, damaged wire or 2 or

CAREFUL HANDLING PAYS OFF! BUT KEEP ON WITH THE EVERYDAY EYEBALL BIT!

No wire damage? use your tape!



more bare wires. Replace RF cables and cables carrying more than 70 volts.

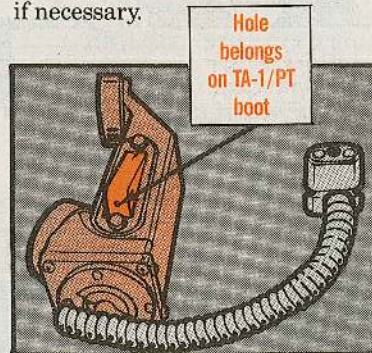


Moisture's the Enemy

One of the biggest enemies your commo gear has is water. That's why so many pieces have protection against moisture.



Rubber boots over push-to-talk or generator switches are an example. Look for deterioration, breaks, cracks and tears. Replace if necessary.



Hold one! The boots on the TA-1/PT come with small vent holes. Don't toss them out.

As you eyeball the boots, flick the talk switch. Make sure there's no binding and you're getting contact.

The H-60's mouthpiece has a moisture or de-icing shield. Carry it between the case and the telephone near the buzzer when not in use. To install, just match the dot on the screen with the notch in the mouthpiece and press down around the outside.

If yours is missing, order it with NSN 5805-00-392-7628.



Handsets with moisture shields need special care. First, make sure the shields are present and in good shape. If they're inside the mouth or earpiece, keep sharp instruments outside.

If shields stick to the cap, use a little — very little — talcum powder (NSN 8510-00-817-0295) to make 'em slippery.

To combat moisture, the best bet is to cover your gear adequately when there is any wet stuff in the air.

Now, your accessory is clean and waterproof, but watch how you handle that case. Some, like the TA-1, are plastic and need more tender loving care than others, especially in cold weather when they turn brittle.



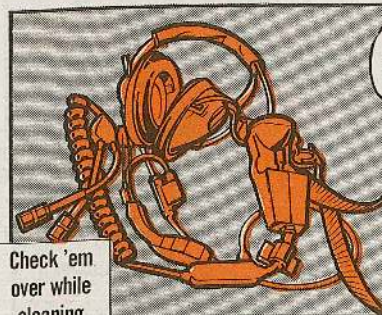


NO! NOT ME... THE MILDEW IS ON MY HEADBAND--NOT MY HEAD!

Keep It Clean

If your commo gear starts sprouting rust, mildew or corrosion, check TB 43-0118 (Dec 75) for proper care.

If you have a dirty case, get some cleaning compound, NSN 6850-00-597-9765, and give your gear the once over. Headbands are cleaned with mild soap and water.



Check 'em over while cleaning

While you're washing that dirty headband, look it over. Are ear pads torn, missing or dirty? Is the boom assembly dirty, broken or corroded? How about ball joints? Look inside the earphones for dirt, moisture or corrosion.

If there's a chest set, eye the neck strap, switch case and clothing clip.



One caution when cleaning the AN/PRT-4 mike. If it's not equipped with a filter, trying to blow the dirt out will just send it back into the works. Take the cover off and tap the radio into your hand or use a lint-free rag.

When replacing the cover be sure you snug it up for good commo.

Use Your Connections

OK, you're confident you can do no more for the outside. There's some work waiting inside.

When hooking up to the set, turn the connector clockwise with a steady forward pressure. When the guide pins reach the proper grooves, the connector will move forward and seat itself.

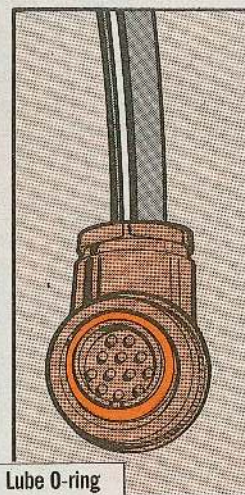
When it's seated, turn the knurled portion of the connector to the right and pull sharply.

To disconnect, slowly rotate the connector counter-clockwise with a steady forward pressure until it's loose.

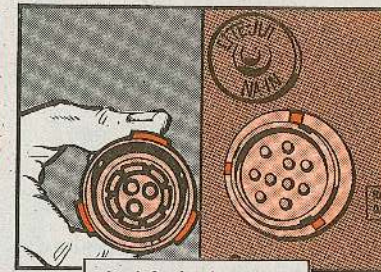
Plugs and connectors have got to fit tight and make contact to do you any good. An important part of that operation is the O-ring.

Lube it with silicone to make sure it moves easily. Careful . . . don't get any on the contacts.

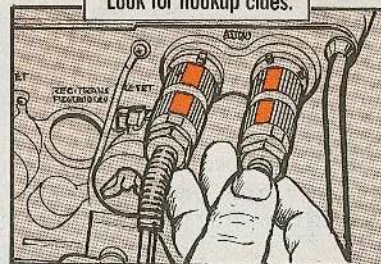
If you do, use trichloroethane, NSN 6810-00-930-6311, to clean them. This is flammable stuff, and gives off dangerous fumes. Keep it away from flames (cigarettes, for example) and have plenty of ventilation.



Lube O-ring with silicone



Look for hookup clues.



Take special care when inserting plugs into receiver jacks. Don't wiggle or jiggle. Push straight in. Otherwise, you can break or damage the jack.

WHAT DID I
DO WRONG?

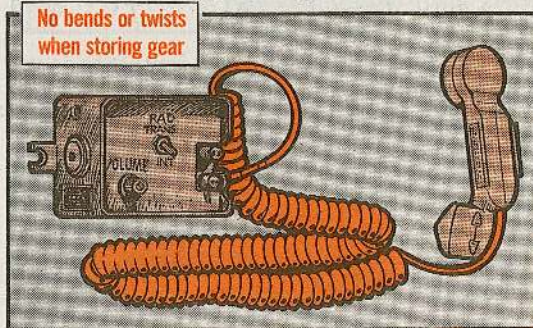
If your headset has a breakaway connector, make sure it will break away. If it won't, the break will likely come somewhere you don't want it to.

Look inside ear and mouthpieces for proper placement of wires and broken or loose connections. If there's trouble, let your support know.

Substitution is a quick trouble-shooting trick for operators who feel they have faulty ear or mouthpieces. Use a part you know is good in place of one you suspect is bad. It's easy, and for knowledgeable operators, a quick way to put gear back in operation.

When removing parts, tap them out into your palm.

No bends or twists
when storing gear



Packing your equipment away when you're through is just as important as getting and keeping it working. Be careful with cords and connectors. Watch for bends or twists that can damage wires.

With healthy doses of common sense, these PM tips and inspections should keep your gear up. Keep in mind that accessories are not luxuries in the commo business.

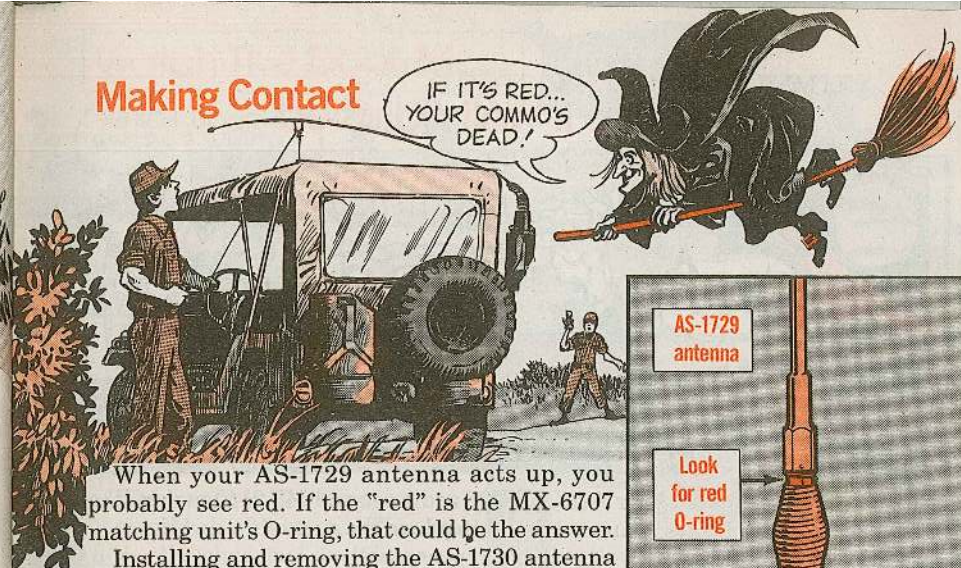
PS END

52

JUST COMMON
SENSE AND
REGULAR PM
WILL KEEP YOUR
ACCESSORIES IN
TOP SHAPE!

Making Contact

IF IT'S RED...
YOUR COMMO'S
DEAD!

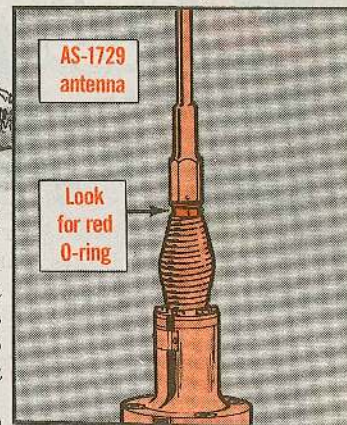


When your AS-1729 antenna acts up, you probably see red. If the "red" is the MX-6707 matching unit's O-ring, that could be the answer.

Installing and removing the AS-1730 antenna element can loosen the threaded ring that helps hold the contact in place. If the ring unscrews too far, it breaks contact between the matching unit and antenna.

AS-1729
antenna

Look
for red
O-ring



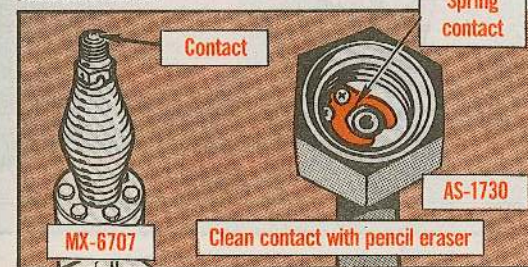
Contact

Spring
contact

MX-6707

AS-1730

Clean contact with pencil eraser



Loose contact?
tighten up
threaded
ring



Your tipoff is the O-ring. If you can still see it when the element is screwed down tight, you're in trouble.

No sweat. Just tighten the threaded ring. That should put you back in business.

If the spring contact is bad, replace it. It's NSN 5985-00-921-0630. The machine screws are NSN 5305-00-054-5635.

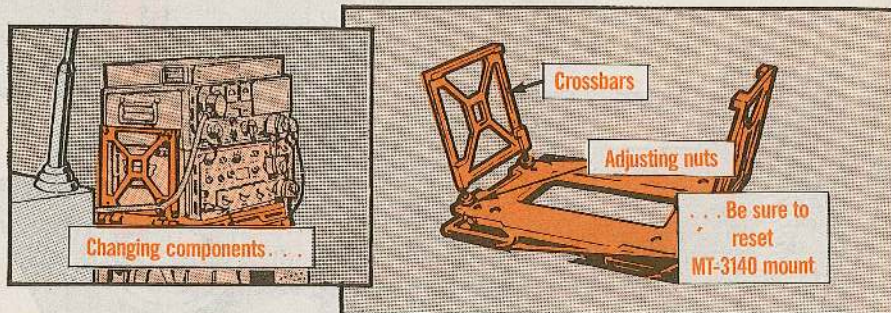
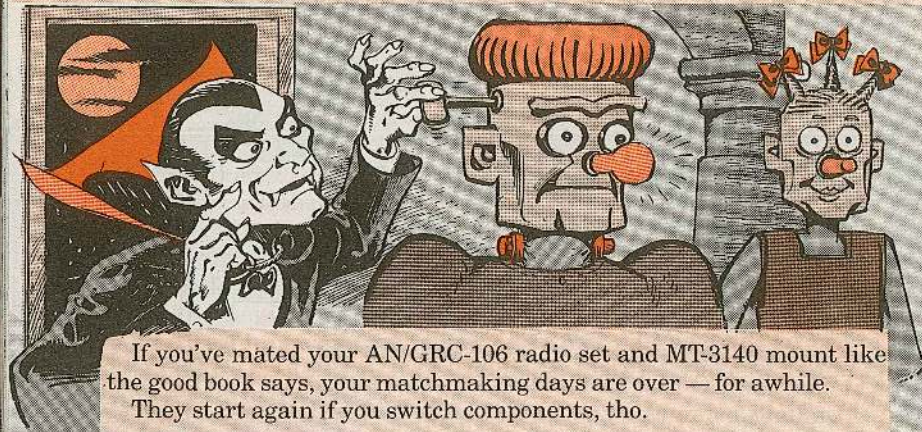
If everything else is OK, clean the spring contact and MX-6707 contact with a rubber pencil eraser. Never use the hard rubber ink erasers or abrasives.

Be careful when installing the element. The spring contact is easily damaged. Be sure it's in place before you screw the AS-1730 down.

53

Your MT-3140 Mount . . .

Keep It Well Adjusted



The problem is that no 2 receiver-transmitters or amplifiers are exactly the same. To be sure you have a proper fit, you have to reset the mount's adjusting nuts and crossbars when you make a change in radio components.

You shelter types run into a little extra work. The AN/GRC-142 series of radio-teletypewriter sets doesn't give you room to make the adjustment in the rack. So, you have to remove the mount and make the adjustment on the floor.

There's no need to wait for a component change, tho. Check your adjustment now. Those in the know say most of these shelter-mounted sets aren't set up properly, anyway.

Watch The Door, Man

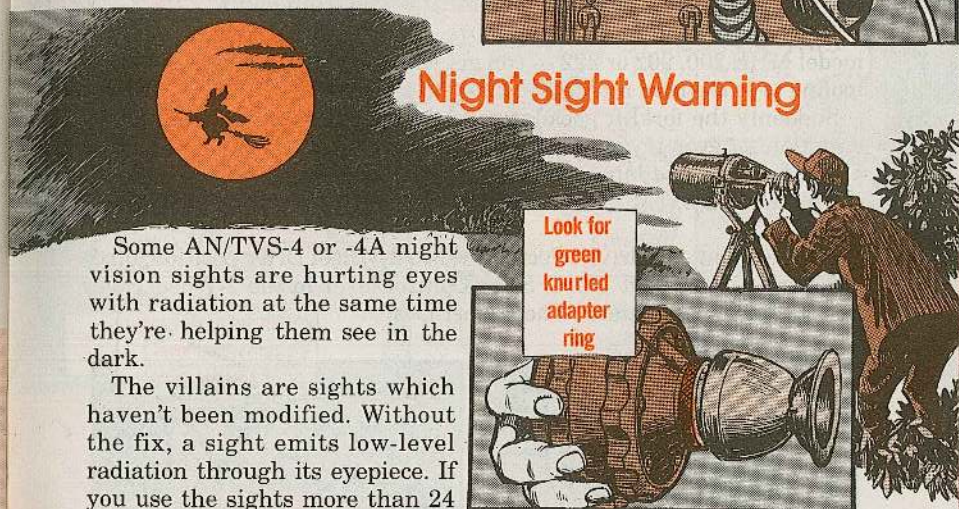
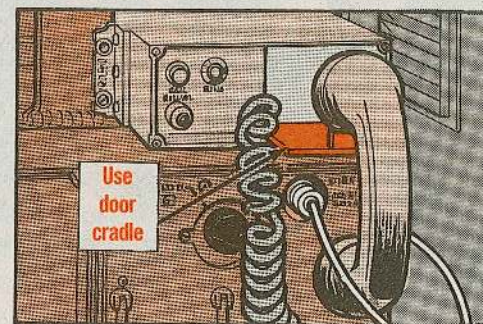


Go easy with the handset on your RT-773/GRC-103(V) receiver-transmitter order wire door . . . or you'll find yourself doorless.

Take care when you remove the handset from its cubbyhole. That's not the time to practice your quick draw, or you're likely to tear the door off.

When you're operating, you can leave the handset out. This reduces the chance of door damage. Hang the handset on the door's

cradle. Put it away only when you're packing up to move.



Some AN/TVS-4 or -4A night vision sights are hurting eyes with radiation at the same time they're helping them see in the dark.

The villains are sights which haven't been modified. Without the fix, a sight emits low-level radiation through its eyepiece. If you use the sights more than 24 hours a year, you court eye damage.

The mod is easy to spot. Look for a green knurled adapter ring between the rubber eyeshield and

black eyepiece housing.

If your sight doesn't have one, or you're not sure it does, turn it in. The sight has to go back to Sacramento Army Depot.



6,000-lb RT Forklifts . . .

Curbing the Crab



HERE'S A TRICK
TO TAME THOSE
TONS!

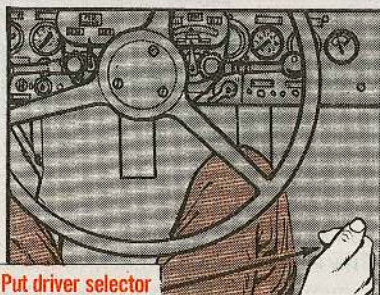


Riding herd on 12 to 15 tons of a steel 'n' rubber RT forklift — Army model MHE 200, 202 or 222 — can get you in a bind. Like maybe you're tooling over the road real fine in a 2-wheel drive.

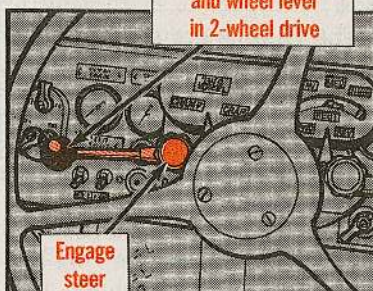
Suddenly the forklift goes into a crab steering mode! A real pucker situation . . . even if you are on a hard-surfaced road.

You can curb this dangerous crab steering "lock-in" by adding this procedure to Fig 2-3, TM 10-3930-242-12 (Dec 73) Driving on Improved Surfaces:

After you put the drive selector lever in 2-Wheel Drive position, place the Crab, Cramp and Wheel Steer Control lever in the 2-Wheel Steer position and engage the 2-Wheel Steer lock.



Put driver selector
in 2-wheel drive



Engage
steer
lock

Then put crab, cramp
and wheel lever
in 2-wheel drive



M320T 20-Ton . . .

Crane Caper

Dear Half-Mast,

We're having trouble mating the M88 medium tow bar to recover our M320T truck-mounted crane. When the tow bar is mounted to the crane, we can't lift it high enough for the eye to hook into our M123A/C 10-ton tractor. Any suggestions?

SFC C. L. C.

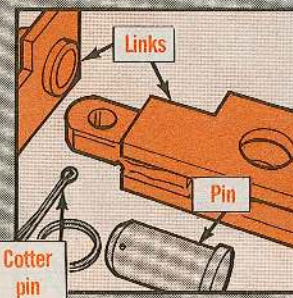
Dear Sergeant C.L.C.,

Get your support unit to make a couple of tow bar links and pins from mild steel. Attach 'em to the tow bar arms and the towing eyes on the crane. Use a 1/4-in x 4-in long cotter pin NSN 5315-00-234-1670 to keep the pins from backing out.

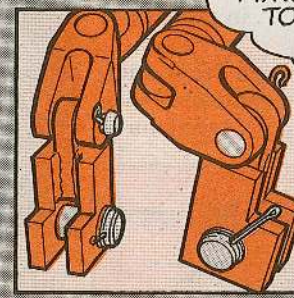
The links work on the M320T2 crane, too.

Half-Mast

IF YOU NEED
SPECS FOR THIS
FIX... WRITE
TO PS!



Cotter
pin



★ NEXT MONTH IN PS ★

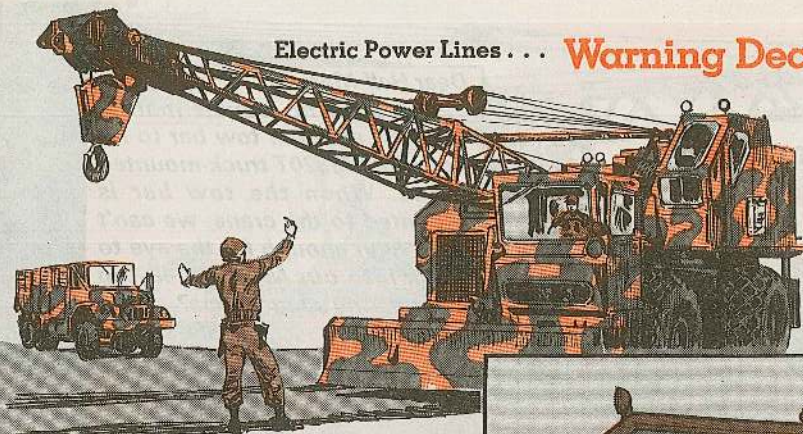
★ DA 2062 Hand Receipts

★ Diesel & Multifuel Engines

★ Exceptional Supply Requests

★ Huey Phased Maintenance

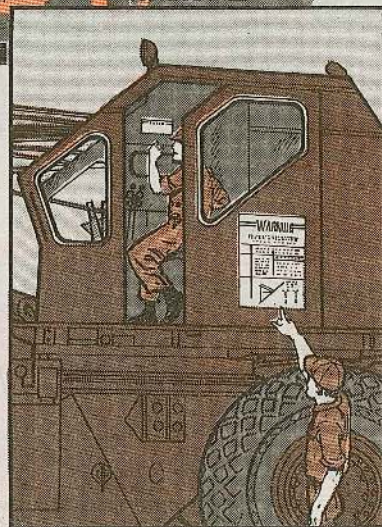
Electric Power Lines . . . Warning Decals



Crane operators need a set of 4 decals — NSN 7690-00-267-5778 — for their equipment.

Three of the decals — 18 x 24 inches — go on the front and sides of your crane. The other decal — 4 x 8 in — goes over the WARNING plate in the cab . . . in plain sight of the operator.

All cranes — and other such equipment that operate near electric power lines — must have



these decals. They spell out the clearances required when working near high-voltage lines.

TB 385-101 (Jan 71) has the word on how to use 'em. Read the TB . . . for safety's sake!

For Tactical Units

If your equipment is camouflage painted, you can't stick the 3 outside decals on permanent-like. No-way!

WARNING

OPERATIONS ADJACENT TO OVERHEAD LINES IS PROHIBITED UNLESS ONE OF THE FOLLOWING CONDITIONS IS SATISFIED.

1	POWER HAS BEEN SHUT OFF AND POSITIVE MEANS TAKEN TO PREVENT LINES FROM BEING ENERGIZED.													
2	POSITION AND BLOCK EQUIPMENT INSURING NO PARTS, INCLUDING CABLE, CAN COME WITHIN THE FOLLOWING CLEARANCES: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">VOLTAGE</th> <th style="text-align: left;">REQD CLEARANCE</th> </tr> </thead> <tbody> <tr> <td>UNDER 60 KV - 10 FEET</td> <td>60 KV - 12 FEET</td> </tr> <tr> <td>115-161 KV - 15 FEET</td> <td>230-265 KV - 20 FEET</td> </tr> <tr> <td>345 KV - 25 FEET</td> <td>500 KV - 35 FEET</td> </tr> </tbody> </table>	VOLTAGE	REQD CLEARANCE	UNDER 60 KV - 10 FEET	60 KV - 12 FEET	115-161 KV - 15 FEET	230-265 KV - 20 FEET	345 KV - 25 FEET	500 KV - 35 FEET					
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345 KV - 25 FEET	500 KV - 35 FEET													
3	CHART INDICATES SUPPORTING LINE TO BE MAINTAINED FROM VOLTAGE <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">VOLTAGE</th> <th style="text-align: left;">LINE CLEARANCE</th> </tr> </thead> <tbody> <tr> <td>75-100KV</td> <td>15-20 FEET</td> </tr> <tr> <td>115-161KV</td> <td>20-25 FEET</td> </tr> <tr> <td>230-265KV</td> <td>25-30 FEET</td> </tr> <tr> <td>345KV</td> <td>30-35 FEET</td> </tr> <tr> <td>500KV</td> <td>35-40 FEET</td> </tr> </tbody> </table>	VOLTAGE	LINE CLEARANCE	75-100KV	15-20 FEET	115-161KV	20-25 FEET	230-265KV	25-30 FEET	345KV	30-35 FEET	500KV	35-40 FEET	
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So removable decals is your answer. Here're 2 methods unit mechanics can do the job:

1. Stick decals on hardback material. For instance, plywood or tin. Drill 2 holes in the top of the decal-mounted hardback. Weld or bolt 2 hooks — store-bought or home-made — on the equipment where you'll hang the decals.

2. Make a holder or bracket with 1/2-in angle iron for each decal. Make the holder a little larger than the decal-mounted hardback. Weld the brackets to the equipment where the decals go. Paint the brackets in the camouflage pattern.

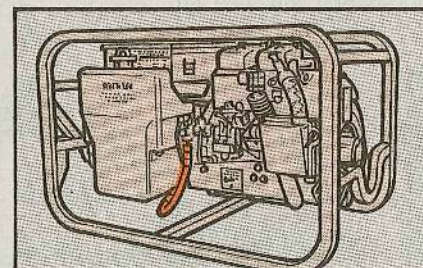
THESE WORDS ARE LIFESAVERS!



Keep the decals on the equipment when in garrison or non-combat training. Remove 'em when you go to the field.

This info will show up in a change to TB 385-101.

1.5-KW Generator Sets . . .



The foot-long fuel hose assembly, NSN 4720-00-814-0321 — Item 11, Fig 3 — TM 5-6115-323-24P (Sep 75) is no longer stocked as a repair part.

So, make it for your Model MEP-015A and MEP-025A 1.5-KW generators with a 1-ft piece of rubber hose, NSN 4720-00-540-1962, and 2 straight adapters, NSN 4730-00-497-4281.

Bonus bits. Add these NSN's to your parts manual: NSN 4730-00-230-1996 goes with Fuel Pipe Nipple — Item 20, Fig 3; and NSN 9905-00-760-3535 goes with Operations Plate — Item 5, Fig 7.

Fuel Hose Fix

NSN 4720-00-540-1962

Hose



Adapters

NSN 4730-00-497-4281



Take a look at the ½-pt cans of blasting cap sealant — NSN 1375-00-212-4603 — in your Demolition Equipment sets right now.

Some of them may be gassing up — and you don't want to open them without special care. They could shower you with the gloppy stuff, which could get into your eyes.

The compound "sets-up" (gets hard) after it has been in long-time storage.

The compound solvent reacts to the inside plating on some of the cans and produces a gas that's under pressure.

The gas-produced pressure causes some cans to bulge. These are the real dangerous ones.

Check the date of manufacture on all the cans. All cans over 15 years old should be opened carefully . . . and the compound checked for serviceability.

Take these extra safety precautions when you open 'em:

- ① Wear safety goggles.
- ② Set the can on a surface that's covered with 2 or 3 sheets of paper.
- ③ Get a 2-ft square piece of canvas, tarp or heavy paper.
- ④ Hold this cloth on top of the can with one hand while you pry off the lid with a screwdriver held under the cloth.



15 years old?
open carefully

If the compound hasn't hardened it may still be used. Just stir it vigorously to thin it out. Then re-seal the can.

If the compound is hard — can't be stirred — toss it.

Replace any bulging cans — regardless of their date of manufacture.

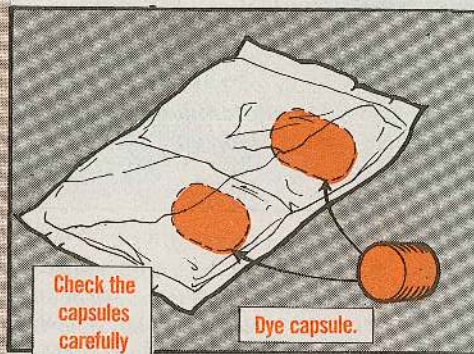
Familiarity breeds contempt. And, of all NBC gear, the M13 Decontaminating and Reimpregnating Kit is about the most familiar.

But, that kit still demands a little respect. The small plastic bag inside the kit holds a pad and cutter. The 2 larger cloth bags sealed in a polyethylene bag hold a decon and impregnating powder and plastic capsule of chemical agent detector dye.

If you start treating that kit with contempt, the dye can do a job on you!

The capsules are designed to be crushed — but only when you actually need them. This means during training, too. Never crush or crack the capsules otherwise!

Each time you issue or get an M13 kit — even if it's permanently carried in a mask carrier — check



the capsules. Gently feel through the bags. If the capsules feel crushed or cracked, turn in the entire kit.

Do not unseal or open a kit, though, just to check the capsules.

You chemical specialists must pack any damaged kits in special insulation (vermiculate) and a small steel container. Stencil the container "CAUTION: Do not store at or above 120 degrees F" and ship it to:

Transportation Officer
Account Number W41G27
ATTN: W41RTC
Pine Bluff Arsenal
Pine Bluff, AR 71611

If you have to order the packing material, keep the kit safely stored in a plastic bag.

Treat those kits with a little respect! Never store them where direct sunlight can hit them — or anywhere the temperature may exceed 120°F.



ABC-M11 Washer NSN

Dear Half-Mast,

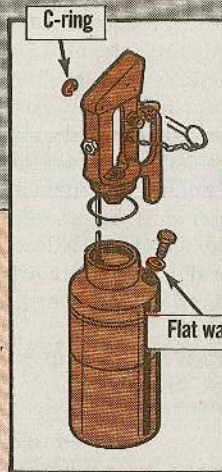
We can't find a stock number for the flat copper washer on the drain plug of the ABC-M11, 1 1/2-qt, decontaminating apparatus. Can you help us?

SFC G. J. S.

Dear Sergeant G. J. S.,

Sure thing. NSN 5310-00-193-9715 will get you 100 of them. It'll be added to TM 3-4230-204-I2&P. Something else that'll be added to the TM by NSN . . . the retaining ring (C-ring) for the handle locking pin, now NSN 5365-00-282-1633.

Half-Mast



HERE ARE THE PARTS!

No Standard Road Test

YOU TELL ME WHO'S GOT THE RIGHT-OF-WAY!

Dear Half-Mast,

I have been trying to figure out what to use in road-testing for licensing operators of Army motor vehicles.

Is there a standard road test?

SSG T. A. R.

Dear Sergeant T. A. R.,
No, there's no one standard test because there is too much variation in command circumstances and needs.

Rules of the road differ greatly; unit equipment varies a good deal. It's like fixing a jacket for both a size 36 and a size 48 - a test to fit everybody would really exactly fit nobody. The judgment of the testing official plays a big part; he knows what the particular command's needs are.

However, DA Form 6125 - your checklist - and DA Pamphlet 611-125 give you guidelines for setting up a road test - with the basic skills you want to check.

Half-Mast

Right Writing Tool



Dear Half-Mast,

We have a problem with pencil entries on the forms covered by TM 38-750.

Para 1-7a in the TM says entries will be made with a ball-point pen, lead or indelible pencil, typewriter or rubber stamp.

Some inspectors, though, say we should use a pencil only where the TM calls for a pencil entry. What's the real word?

SSG W. D. H.



Dear Sergeant W. D. H.,

The real word is that you're authorized to use any of the tools listed in para 1-7a(2) - with one exception. If the paragraph on a form spells out the writing tool you use for an entry, that's all you use - for that entry.

Half-Mast

Service Date Mismatch



Dear Half-Mast,

TM 38-750 gives us a 10 per cent variance for services scheduled on a DD Form 314. If we pull the service within the 10 per cent period, we just ink in the day the service was originally scheduled. But what date - scheduled or actual date - goes on the DA Form 2408-1 daily?

CW2 L. E. W.



Dear Mr. L. E. W.,

The date you actually pulled the service goes on your DA Form 2408-1. Don't worry about making the dates on the 2 forms match - there's no need for that.

Half-Mast

On Your DA Form 2406 . . .

Pacing Along



Dear Half-Mast,
I've been reading the instructions for filling out a DA Form 2406 in TM 38-750. (May 78). What is a pacing item?

SFC R. P. W.

THEY SET
THE PACE!



Dear SFC R. P. W.,

The new AR 220-1 (Aug 78) defines a pacing item as a major weapons system of such importance that it is subject to continuous monitoring and management in selected TOE's at all levels of command. Pacing items pace Army readiness as a whole.

In other words, pacing items are the weapons systems around which unit missions are designed and battles are planned.

You'll find 24 items listed as pacing items in Appendix B of AR 220-1: Gear like the 105-MM gun combat tank, UH-1 and AH-1 helicopters, missile systems, the M113 personnel carrier, the Dragon and the TOW.

Not all units will have a pacing item. And, even units with that gear may not report them as pacing items.

Before you can treat that equipment as a pacing item, you must operate under one of the TOE series listed for that item in Appendix B of AR 220-1.

Half-Mast

Connie's
MINI MINIS

CONNIE, I HATE TO
BRING IT UP, BUT...



...HE JUST
MIGHT HAVE A
MAINTENANCE
PROBLEM!

DA Form 2406 Time

The new TM 38-750 (May 78) with Change 1 moved the quarterly reporting dates for the DA Form 2406 back from the 20th to the 15th of the month. The first quarterly reporting period under the new book will cover 20 June to 15 Sept.

More Birds Going "Phase"

The OH-58A,C and AH-1G,S choppers are going to Phase Maintenance beginning 1 Oct 78. You can bone-up on the new system by eyeballing TB 55-1500-337-24 (Dec 76). It's being updated. The new PM tech manuals for the Kiowa and Cobra are also in the works.

Turn 'Em In!

Check your storage shelves and bins. If you have any of these items, turn 'em in pronto!

Light, Landing, Aircraft: U/O AH-1, and UH-1 series; TH-1L,G; EH-1H. NSN 6220-00-144-4687

Starter Generator, Engine: U/O U-21A,G; RU-21A. NSN 2925-00-087-3705

Engine, Gas Turbine: U/O UH-1H,M; AH-1G. NSN 2840-00-134-4803

MOFAB ITEMS

Engine, Diesel NSN-2815-00-788-5789

Wheel, Suspension NSN-5420-00-174-7390

Marine Drive Assy NSN 5420-00-430-3233

U.S. GOVERNMENT PRINTING OFFICE: 1978-757-081/12

M880 Tire Safety Recall

Goodyear steel belted radial tires for the M880-series 1¼-ton trucks are being recalled for safety reasons. The tires are serial numbers MMXLJ7A355 thru MMXLJ7A346. Check every tire on every M880 — including the spare — and every tire in supply. If you've got any of these tires, send your truck's Army registration number, truck manufacturer's serial number and the tire serial number to:

Commander
US Army Tank-Automotive Materiel
Readiness Command
ATTN: DRSTA-WC
Warren, MI 48090

But first get complete details in TARCOM Msg DRSTA-WC 081842Z Aug 78 sent to all commands.

Interim Change to AR 710-2

Ask your pubs people to keep a sharp eye out for Interim Change 5-1 to AR 710-2 (also fielded as Interim Change 4-1 to AR 725-50). The change will come to you through your pinpoint account but it's in a message form as DA Msg DALO-SMS 091400Z June 78. This change replaces Appendix H of AR 710-2 and Appendix P of AR 725-50. It adds some new Weapons System Designator Codes (WSDC) and deletes others.

Would You Stake Your Life ^{right now} on
the Condition of Your Equipment?

BE A PLUG SAVER



LINE UP THE KEY
TO THE **KEYWAY**

